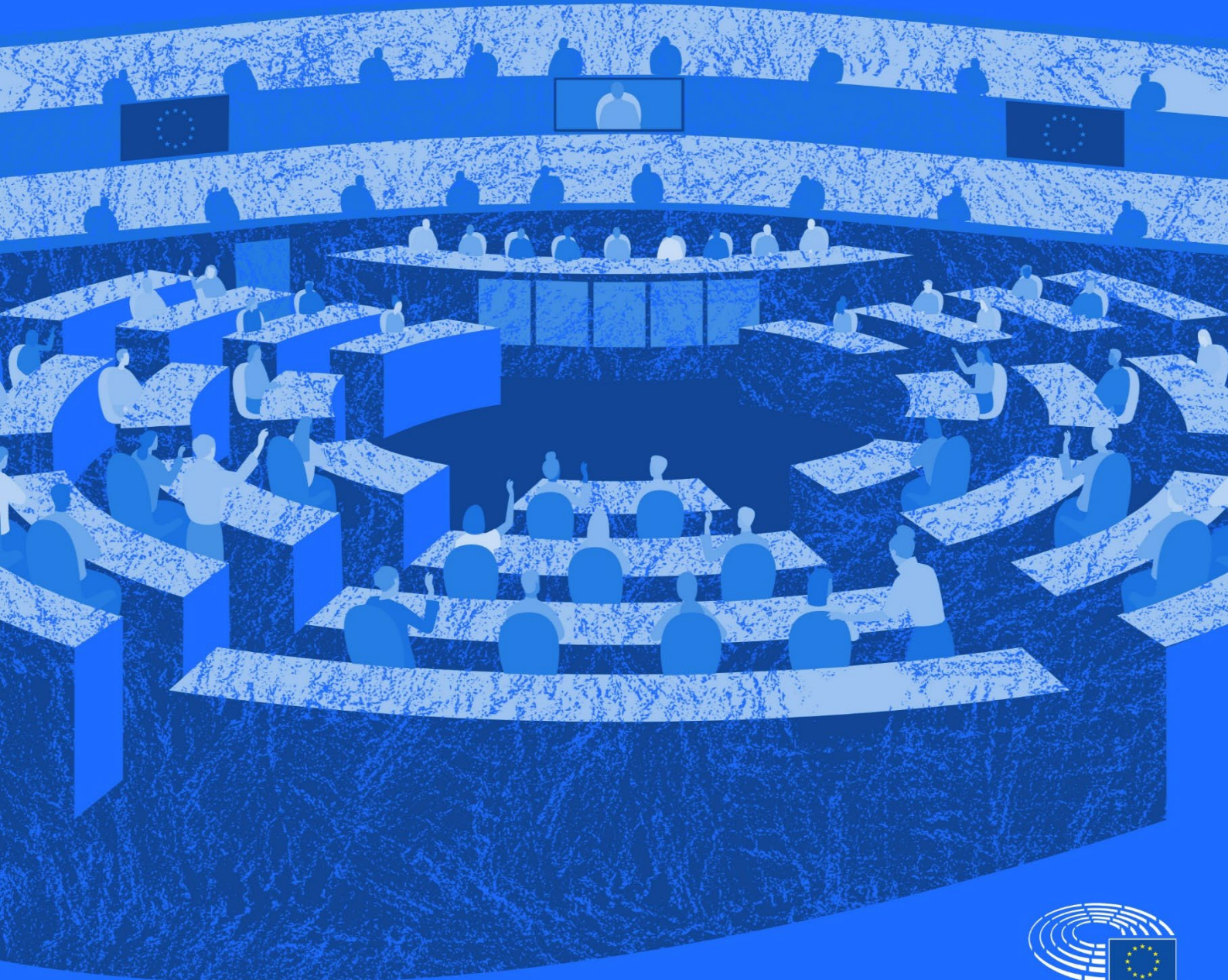


ACTIVITY REPORT

2019 – 2024

TRAN

Committee on Transport
and Tourism



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Foreword by the outgoing Chair



Having a modern, efficient and sustainable transport system is vital for the EU, to enable our citizens and goods to move freely and easily across Europe, to ensure connectivity also to our more remote areas and islands, to facilitate our internal market and to connect us with our neighbours in Europe and partners in the world. That is the objective of the Committee on Transport and Tourism (TRAN) that I have had the honour to chair during this 9th legislative term.

Our transport system is facing the challenges of the 21st century in a changing world, in particular climate change, environmental protection and security, while safeguarding competitiveness, embracing new technologies and ensuring social protection, affordability, fairness and welfare for EU citizens. Addressing these challenges, and also the urgent crises related to the COVID-19 pandemic and the war in Ukraine has been for the European Parliament, and the TRAN Committee, a daily commitment.

The COVID-19 pandemic caused severe disruptions in supply chains and reminded us of how vital a well-functioning transport sector is for our societies. And sadly we are now reminded once again of the importance of transport continuity by the impacts of the ongoing Russian war of aggression against Ukraine.

During this term, TRAN was able to negotiate and conclude with Council a vast number of key pieces of legislation, including many contained in the Mobility Package, the Fit for 55 Package, the Maritime Safety and Road Safety Packages and the new Trans-European Transport Network (TEN-T). We were also successful in finally concluding more than 10 years of negotiations on the Single European Sky.

We must continue to modernize our European transport system. It needs to become more efficient, more multimodal, smarter and more sustainable. In short, be made fit for the future.

Another key pillar of the TRAN Committee is its work in the area of tourism, for which we have a dedicated Tourism Task Force. Many activities have been undertaken to help

steer the European tourism policy, support the sector's recovery after the COVID-19 pandemic, and create a more sustainable and digital tourism ecosystem.

I am also very satisfied that, due to repeated calls for it by our Committee, a joint European Declaration on Cycling has been signed by the three EU Institutions, which will help to unleash the full potential of cycling in the EU.

I am proud of the work we have done in TRAN during this legislative term. A term that has been challenging not only in terms of political decisions but also due to the spirit of adaptation required from Members and staff to continue to fully carry out our duties during the pandemic. It has been an honour and a privilege to serve as the Chair of the TRAN Committee over the past five years.

It has been especially rewarding to work with my colleagues and their staff, who have shown, time and again, an unwavering commitment to transport and tourism, always in a positive and constructive spirit. I believe we can all be proud of the work we have done and what we have achieved together during this legislature and I would like to thank everybody that contributed to this result.

I hope that this report will help us to keep in mind both what has been accomplished in the 2019-2024 EP term and also the work that still needs to be done in the next legislative term and beyond to keep transport and tourism at the core of the EU policies.

I wish you enjoyable reading!



Karima Delli

TRAN Chair 2019-2024



Committee mandate

This activity report looks back on the last five years' work of the Committee on Transport and Tourism. Both with regards to its very significant legislative activity, as to its many activities in the domain of scrutiny, agenda setting, oversight and outreach.

The TRAN Committee is composed of 49 full Members and 49 substitutes.



The TRAN Committee Meeting on 20 March 2024

TRAN Committee's responsibilities:

1. matters relating to the development of a common policy for rail, road, inland waterway, maritime and air transport, in particular:
 - (a) common rules applicable to transport within the European Union,
 - (b) the establishment and development of trans-European networks in the area of transport infrastructure,
 - (c) the provision of transport services and relations in the field of transport with third countries,
 - (d) transport safety,
 - (e) relations with international transport bodies and organisations;
 - (f) the European Maritime Safety Agency, the European Union Agency for Railways, the European Union Aviation Safety Agency and the SESAR Joint Undertaking;
2. postal services;
3. tourism.



Files of the Committee

1. Road Transport

Reports under the ordinary legislative procedure (COD)

Title	Reference
Use of vehicles hired without drivers for the carriage of goods by road	
<p>The purpose of the legislative proposal was to clarify the legal framework for the use of hired vehicles in the EU and provide greater flexibility for companies to hire vehicles, especially during seasonal peaks or to replace damaged vehicles. The effort to reach climate objectives is embedded in the legislation, as hired vehicles tend to be newer, safer and less polluting than the fleet average.</p> <p>The report was adopted in TRAN in May 2018. After receiving the Council's position in June 2021, an agreement was reached in October of the same year, which set a transposition period of 14 months following the file's adoption in Parliament.</p> <p>The final text foresees that Member States will not be allowed to restrict the use of a vehicle hired by a haulage company established in another Member State on their territory. Nevertheless, there are some options for imposing restrictions on vehicles hired in another Member State, namely the proportion of hired vehicles registered in another Member State in the fleet of a haulage company (no more than 25%); the length of the lease period for a vehicle hired from abroad: at 2 months, but with an option of increasing this period by 30 days, if required by national vehicle registration rules and the specific case of own account companies. For better control and enforcement, the competent authorities will have to record the registration numbers of vehicles hired from another Member State in their national electronic registers of road transport undertakings.</p>	<p>2017/0113(COD)</p> <p>Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)</p>  <p>Adopted in TRAN: 24/05/2018</p> <p>Adopted in plenary: 05/04/2022</p>
Charging of heavy goods vehicles for the use of certain infrastructures	
<p>This legislative proposal, commonly referred to as 'Eurovignette' Directive, sought to update the rules defining charges Member States can impose on trucks and lorries using trans-European transport (TEN-T) network roads by extending the scope of the rules to cover other vehicles, such as passenger cars, minibuses, vans, as well as coaches and buses. The proposal required Member States to gradually set different road charging rates based on CO2 emissions or environmental performance. The rules moved from the principle of a time-based model to a distance-</p>	<p>2017/0114(COD)</p> <p>Rapporteur: Giuseppe FERRANDINO (S&D)</p>

based on an actual kilometres-driven system, to better reflect the polluter-pays and user-pays principles.

The negotiations with the Council, which lasted around two years, led to an agreement which was adopted by Parliament in February 2022. The results of the negotiations translated into a general phase-out of vignettes for trucks on the TEN-T core network over an eight-year period and a shift to distance-based charging. Member States were also able to set up a combined charging system incorporating distance, time, and CO2 emissions criteria. An external cost charge for air pollution was introduced for heavy goods vehicles after a period of four years following the introduction of the tolls. The revised directive also introduced the option to charge for congestion and charge more for travel in sensitive areas, with revenues from those additional charges used for the benefit of sustainable transport.



Adopted in TRAN:
24/05/2018

Adopted in plenary:
17/02/2022

Posting drivers in the road transport sector

This proposal was part of the so-called 'Mobility Package'. The proposal's main purpose was to improve the legal framework for posting rules in the road transport sector in order to ensure a balance between social protection for drivers and operators' freedom to provide cross-border services.

The proposal aimed at improving drivers' working conditions and safety, integrating the market and ensuring its fairness and efficiency. It, furthermore aimed at amending Directive 2006/22/EC as regards enforcement requirements and laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for the posting of drivers in the road transport sector. The new rules should provide a clear legal framework to prevent differing national approaches and ensure fair remuneration for drivers. Posting rules apply to cabotage and international transport operations, excluding transit, and bilateral operations with two extra loadings or unloadings.

The report was adopted by TRAN in June 2018 but was rejected by plenary in July of the same year, referring it back to the Committee for further consideration. The new report was then approved in April 2019. The negotiations with Council that followed produced an agreement that included provisions on ensuring fair competition between EU and non-EU operators and on liability and enforcement. Furthermore, it eased the administrative burden through using electronic means of communication, namely the Internal Market Information System.

[2017/0121\(COD\)](#)

Rapporteur: Kateřina
KONEČNÁ (The Left)



Adopted in TRAN:
04/06/2018

Adopted in plenary:
08/07/2020

Minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods; positioning by means of tachographs

In order to improve the monitoring of drivers' working patterns, this proposal, also part of the so-called 'Mobility Package', sought to clarify the obligation to record drivers' working activities other than driving.

The report was adopted by TRAN in June 2018 but was rejected by plenary in July of the same year, referring it back to the Committee for further consideration. The new report was then approved in April 2019. The negotiations with Council that followed produced an agreement that helped to ensure better rest conditions and allow drivers to spend more time at home. Companies have to organise their timetables so that drivers in international freight transport are able to return home at regular intervals (every 3 or 4 weeks depending on the work schedule). Driving and rest times are calculated over a reference period of 2 weeks. The mandatory regular weekly rest cannot be taken in the truck cabin. If this rest period is taken away from home, the company must pay for accommodation costs. A new generation of tachographs will have to be installed both on existing and new trucks by 2025.

[2017/0122\(COD\)](#)

Rapporteur: Henna VIRKKUNEN (EPP)



Adopted in TRAN:
04/06/2018

Adopted in plenary:
09/07/2020

Pursuing the occupation of road transport operator and access to the international road haulage market

The main elements of the proposal, which was also part of the 'Mobility Package', concerned a better enforcement of cabotage rules (i.e. transport of goods carried out by non-resident hauliers on a temporary basis in a host Member State) with the aim of fighting the distortion of competition in the road transport sector.

The report was adopted by TRAN in June 2018 but was rejected by plenary in July of the same year, referring it back to the Committee for further consideration. The new report was then approved in April 2019. The negotiations with Council that followed produced an agreement that included a 4-day 'cooling off' period before cabotage could be carried out in the same country and with the same vehicle, to prevent systematic cabotage. To fight the use of 'letterbox companies', road haulage businesses had to demonstrate that they were substantially active in the Member State in which they were registered, and an obligation was included for the vehicle to return to one of the operational centres in the Member State of establishment of the undertaking at least every 8 weeks. Using light commercial vehicles of over 2.5 tonnes was also subject to EU rules for transport operators, including equipping the vans with a tachograph.

[2017/0123\(COD\)](#)

Rapporteur: Ismail ERTUG (S&D)



Adopted in TRAN:
04/06/2018

Adopted in plenary:
09/07/2020

Electronic freight transport information

The 2018 Commission proposal had as its main focus to harmonise the legal framework at EU level requiring authorities to accept freight transport information in electronic form and in a simple format and improve efficiency in communication between transport operators. Furthermore, the proposal set up a framework of certified platforms and service providers to assure the integrity, authenticity, security and confidentiality of electronic documents.

During the 8th legislative term, the Parliament approved a report further strengthening the proposal and making it more ambitious. It obliged all economic operators to provide in the future all regulatory information in this field in electronic form. Furthermore, it enlarged the scope to include also other relevant regulatory information in the field of transport, including those set out in international conventions. Finally, Parliament encouraged the competent authorities to make full use of all available digital information to monitor compliance with the applicable transport legislation in a smarter way.

An agreement on the final text with the Council was found at the beginning of 2020 and finally approved by Parliament in second reading in July 2020. TRAN has closely followed up the adoption by the Commission of the delegated acts contained in the regulation which suffered some delays due to the complexity of the task, the many interlinkages that exist between national legislations and the need for proper engagement of stakeholders. With the exception of some articles, the regulation shall apply from 21 August 2024.

[2018/0140\(COD\)](#)

Rapporteur:
Andor DELI (EPP,
currently NI)



Adopted in TRAN:
29/01/2019

Adopted in plenary:
08/07/2020

International road passenger transport services by coach and bus in border regions: cabotage operations between Germany and Switzerland and between Italy and Switzerland

The proposals from the Commission related to the empowerment of Germany and Italy to negotiate and conclude an agreement with Switzerland authorising cabotage operations in the course of international road passenger transport services by coach and bus in the border regions between the two countries.

The TRAN Committee supported the Commission proposals and adopted both reports without further amendments.

[2019/0107\(COD\)](#)
[2019/0108\(COD\)](#)

Rapporteur: Markus FERBER (EPP)



Adopted in TRAN:
21/01/2020

Adopted in plenary:
13/05/2020

Intelligent Road Transport Systems

Intelligent transport systems (ITS) are transport systems that use information and communication technologies. ITS are essential to significantly improve safety and security and will help achieve environmental and economic benefits for EU citizens. The Commission proposal provided for increased availability of data and deployment of ITS services with a specific focus on 4 main areas: information and mobility ITS services; travel, transport and traffic management ITS services; road safety and security ITS services; cooperative, connected and automated mobility services.

The TRAN report adopted in October 2022 focused on the following elements: technological neutrality, coverage of the needs of suburban, rural and peripheral areas, as well as islands and outermost regions and availability of data in National Access Points (NAPs) in both a static and dynamic format. Moreover, the report affirmed the necessity to keep geographical coverage and the timetable for the data and services in the scope of the legislative text.

Interinstitutional negotiations started December 2022 and a conclusive trilogue took place in June 2023. MEPs obtained that the text included deadlines for most of the data types, at least for



[2021/0419\(COD\)](#)



Rapporteur:
Rovana PLUMB (S&D)



Adopted in TRAN:
26/10/2022

Adopted in plenary:
03/10/2023

<p>new information. The agreed text also simplified considerably the implementation process. The step-by-step approach adopted was complemented by a review clause in 2028 that would ensure that the EU enters into a process facilitating the deployment of Intelligent Transport Systems.</p>	
<p>Cross-border exchange of information on road-safety-related traffic offences</p>	
<p>The proposal was part of the 'Road Safety Package' adopted by the Commission in March 2023 and aimed at improving cross-border cooperation to limit the human and economic cost of traffic offences and fight impunity.</p> <p>The report was adopted in TRAN in November 2023. The Parliament approved the report as its negotiating position for discussions with the Council during the December 2023 plenary session. Negotiations started in January 2024 and led to a provisional agreement with the Council on March 2024.</p> <p>The provisional agreement, which largely reflected the EP position, supported expanding the scope of the rules to include a number of offences such as dangerous parking, dangerous overtaking, crossing a solid line and 'hit and run' offences. Parliament also supported more robust mutual assistance procedures between EU countries, the establishment of deadlines for authorities to respond to requests for information, and the setting up of a portal with comprehensive information on road-safety-related traffic rules in place in Member States and the rights afforded under this directive. The provisional agreement further provided that Member States should endeavour to ensure that the revenues generated from financial penalties for road safety related offences enforced under this Directive were used to increase road safety.</p>	<p>2023/0052(COD)</p> <p>Rapporteur: Kosma ZŁOTOWSKI (ECR)</p>  <p>Adopted in TRAN: 29/11/2023</p> <p>Adopted in plenary: 24/04/2024</p>
<p>Driving licences</p>	
<p>This proposal is part of the 2023 Road Safety Package, and aimed to improve road safety and embrace the digital transition, including the introduction of a digital driving license valid throughout the EU. The key objective was to improve safety for road users in line with the 'Vision Zero', which aims at having no deaths on EU roads by 2050.</p> <p>TRAN adopted its position on the revision of the EU driving licence in December 2023 with a very narrow majority of 22 in favour, 21 against and 2 abstentions.</p> <p>Parliament's position includes support for the introduction of mobile driving licences, extending the administrative validity of driving licences to at least 15 years for motorcycles and cars, and five years for trucks and buses for all drivers and changes to staging and equivalences between different driving licence categories. A probationary driving period is foreseen for</p>	<p>2023/0053(COD)</p> <p>Rapporteur: Karima DELLI (Greens/EFA)</p> 

<p>inexperienced drivers, and the minimum age for professional drivers is lowered.</p> <p>Following the adoption of the EP position in February 2024, the file will be followed up by the new Parliament after the European elections.</p>	<p>Adopted in TRAN: 07/12/2023</p> <p>Adopted in plenary: 28/02/2024</p>
<p>Union-wide effect of certain driving disqualifications</p>	
<p>The proposal, also part of the 2023 Road Safety Package, is aimed at ensuring EU-wide application of driving disqualifications and improved administrative cooperation and information exchange between Member States. It requires Member States to work towards harmonising their national legislation regarding driver disqualifications, with particular respect to the definition of offences and the application of penalties.</p> <p>Parliament's position is that serious traffic offences, such as excessive speeding or drunk driving, should lead to EU-wide driving disqualifications. Under the proposed new rules, decisions on the suspension, restriction or withdrawal of a non-resident's driving licence will have to be passed on to the EU country which issued the driving licence, to ensure the disqualification decision is applied across all EU countries.</p> <p>TRAN adopted its report in November 2023. Parliament's position was adopted in plenary in February 2024. The file is now awaiting Council's position. The new Parliament to be elected in June 2024 will continue work on this law.</p>	<p>2023/0055(COD)</p> <p>Rapporteur: Petar VITANOV (S&D)</p>  <p>Adopted in TRAN: 29/11/2023</p> <p>Adopted in plenary: 06/02/2024</p>
<p>Breaks and daily and weekly rest periods in occasional passenger transport</p>	
<p>In May 2023, the Commission published a proposal amending Regulation No 561/2006 on minimum breaks and daily and weekly rest periods in the transport sector, in order to adapt a handful of general rules applicable to all drivers to the specific sub-sector of occasional passenger transport, mainly associated with bus and coach tourism. In comparison to other types of road transport, occasional passenger transport is subject to high seasonality and involves stops that are more frequent in order to respond to passenger needs.</p> <p>Interinstitutional negotiations led to an agreement in January 2024, which was endorsed in plenary in March 2024.</p> <p>The main points of the agreement were:</p> <ul style="list-style-type: none"> - for every driving period of 4.5 hours, drivers will be allowed two breaks of a minimum of 15 minutes each, scheduled with a greater degree of flexibility than previously; 	<p>2023/0155(COD)</p> <p>Rapporteur: Henna VIRKKUNEN (EPP)</p>  <p>Adopted in TRAN: 16/11/2023</p>

<ul style="list-style-type: none"> - a driver may postpone the taking of the daily rest period by 1 hour maximum, provided that he or she has not driven more than 7 hours on that day; - the '12-day rule' - a derogation which allows drivers to work for up to 12 consecutive days - will in future be applied to national services and not only to journeys involving at least 2 Member States; - the legislation envisages future steps for digitizing the journey forms used by drivers, at the EP's insistence. 	<p>Adopted in plenary: 13/03/2024</p>
Road vehicles: maximum weights and dimensions	
<p>In July 2023 the Commission published, as part of the 'Greening the freight' package, a proposal to amend the current Weights and Dimensions Directive, which sets the maximum weight, length, width and height for heavy-duty vehicles involved in international road transport. More specifically, the proposal grants incentives to vehicles with zero-emission technologies, encourages energy-saving devices, encourages intermodal transport and allows, under specific circumstances, the use of heavier and longer vehicles (European modular systems - EMS).</p> <p>Parliament's position strengthens the governance framework applying to EMS, favours zero-emission trucks by allowing additional weight and loading capacity, further encourages intermodal transport and tightens the enforcement of the rules. The report was adopted in TRAN in February 2024 and in plenary in March 2024.</p> <p>At the time of writing, Council had not yet adopted its position on this file, which will therefore be dealt with after the June European elections.</p>	<p>2023/0265(COD)</p> <p>Rapporteur: Isabel GARCÍA MUÑOZ (S&D)</p>  <p>Adopted in TRAN: 14/02/2024</p> <p>Adopted in plenary: 12/03/2024</p>

Own-initiative reports (INI)

Title	Reference
Implementation report on the road safety aspects of the Roadworthiness Package	
<p>The EU adopted the 'Roadworthiness Package' in 2014, as part of the road safety policy framework, which consisted of three pieces of legislation aiming to improve the quality of vehicle testing, harmonise the requirements during roadside inspections and introduce the first EU measure to combat odometer fraud. The package led to an improved harmonisation of national procedures in the Member States and helped increase the quality of periodic technical inspections, hence improving road safety standards.</p>	<p>2019/2205(INI)</p> <p>Rapporteur: Benoît LUTGEN (EPP)</p>

Parliament's own initiative report includes a series of suggestions for a future revision of the Package regarding the frequency and content of tests, roadside inspections, training of inspectors, cargo securing and exchange of data between Member States through a European Vehicle Information Platform. TRAN requested that the Roadworthiness framework should become fit for the future by introducing new mandatory advanced safety systems in the scope of periodic technical inspections.



Adopted in TRAN:
25/02/2021

Adopted in plenary:
27/04/2021

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

The aim of this own-initiative report was to take a stance on the new medium-term EU Road Safety Policy strategy, the so-called 'EU Road Safety Policy Framework 2021-2030'. The report looked at how the EU intended to implement the strategy and its 'Safe System' approach at EU level by ensuring safe vehicles, safe infrastructure and safe road use and formulated recommendations.

[2021/2014\(INI\)](#)

Rapporteur:
Elena KOUNTOURA
(The Left)

TRAN Members noted that speeding was a key factor in around 30% of fatal road crashes. They called on the Commission to come up with a recommendation to apply safe speed limits, such as maximum speed of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians. To further promote safe road use, they also urged to set a zero-tolerance drink-driving limit, highlighting that alcohol was involved in around 25% of all road fatalities. Moreover, MEPs asked the Commission to consider the incorporation of a 'driving safe mode' for mobile and electronic devices of drivers in order to avoid distractions while driving. To properly implement the next steps in the EU road safety policy, TRAN Members called on the Commission to establish a European road transport agency to support sustainable, safe and smart road transport.




Adopted in TRAN:
17/06/2021

Adopted in plenary:
05/10/2021

The own initiative report was adopted by both TRAN and plenary with large majorities.

2. Rail Transport

Reports under the ordinary legislative procedure (COD)

Title	Reference
<p>Rail passengers' rights and obligations (recast)</p> <p>As part of efforts to boost passenger rail in Europe, the Commission proposal sought to better protect train travellers by guaranteeing rerouting and help when there are delays and cancellations, improving access and assistance to people with reduced mobility, and helping to create more dedicated spaces for bicycles.</p> <p>TRAN Members welcomed the Commission proposal, in particular regarding the support to people with disabilities or reduced mobility. They proposed to extend the scope of the regulation to regional and suburban trains, introduced a simplified complaint-handling mechanism and to ease the rules for travelling with bicycles.</p> <p>After a period of negotiations with the Council, TRAN adopted the agreed text in March 2021, which was then validated shortly afterwards by plenary.</p> <p>According to the new rules, if delays of over 60 minutes occur, rail operators will be obliged to reroute passengers in any way possible and assist travellers to find the best alternatives, as is the case with air carriers. If circumstances so require, meal and refreshment will need to be provided and accommodation costs will be reimbursed. Travellers with reduced mobility will have a shorter pre-notification obligation, allowing them to notify the operator of their travel plans 24 hours in advance instead of 48. All trains will also have to be equipped with at least 4 dedicated spaces for bicycles.</p>	<p>2017/0237(COD)</p> <p>Rapporteur: Bogusław LIBERADZKI (S&D)</p>  <p>Adopted in TRAN: 09/10/2018</p> <p>Adopted in plenary: 29/04/2021</p>
<p>European Year of Rail (2021)</p> <p>The European Year of Rail (EYR) promoted rail as a sustainable, innovative and safe mode of transport. To stimulate discussion on how railways could contribute to the European Green Deal and the environment, the initiative consisted of events, campaigns and initiatives planned throughout 2021. The Year of Rail endorsed the creation of a Single European Rail Area for passengers and freight, encouraged investments in infrastructure, and campaigned for the rights of rail passengers. As one of the most environmentally-friendly and energy-efficient modes of transport, rail also has a significant role to play in achieving climate neutrality by 2050.</p>	<p>2020/0035(COD)</p> <p>Rapporteur: Anna DEPNAY-GRUNENBERG (Greens/EFA)</p>

In its report unanimously adopted in October 2020, TRAN advocated for EYR to better inform passengers about their rights and increase support for regional cross-border rail connections. It called for action to promote the completion of the TEN-T. It also endorsed recommendations made by the Committee on Regional Development aimed at improving accessibility for the elderly, disadvantaged groups and to promote night trains. In November 2020, despite budgetary uncertainties, an agreement with the Council was reached. In the plenary, the proposal was adopted by an overwhelming majority.



Adopted in TRAN:
12/10/2020

Adopted in plenary:
15/12/2020

Empowering France to negotiate, sign and conclude an international agreement on the safety and interoperability requirements within the Channel Fixed Link

The Channel Fixed Link is a complex cross-border engineering structure between the territory of the EU and United Kingdom (UK). Especially after Brexit, it needed coherent rail safety and interoperability rules covering its whole length and a close cooperation of the British and French authorities to enforce them. In order to provide for such an environment, in March 2023, France requested a mandate to negotiate and conclude an international agreement with the UK on safety and interoperability requirements within the Channel Fixed Link.

[2023/0192\(COD\)](#)

Rapporteur:
Petar VITANOV
(S&D)

The agreement should ensure the primacy of the EU law, the jurisdiction of the Court of Justice within the French part of the tunnel and the possibility to make the necessary amendments in case of future changes to Union law and, for the part belonging to the UK, a coherence of the safety and interoperability requirements.



Based on the TRAN Committee recommendation, the EP adopted a legislative resolution empowering France to negotiate, sign and conclude such an agreement with the UK.

Adopted in TRAN:
08/01/2024

Adopted in plenary:
07/02/2024

Single European railway area: use of railway infrastructure capacity

In July 2023, the Commission presented a legislative proposal to promote rail transport as a key action of the European Green Deal and the Sustainable and Smart Mobility Strategy. Its main goal is to lay down a framework allowing rail infrastructure capacity and traffic to be managed more efficiently, allowing for more optimal

[2023/0271\(COD\)](#)

Rapporteur:
Tilly METZ
(Greens/EFA)

use of rail tracks and increase punctuality and reliability. In addition, greater use of rail as a mostly electrified and energy-efficient mode of transport, is seen as crucial for ensuring that the transport sector contributes to decarbonisation. This proposal is part of the 'Greening the freight' package.

TRAN Members, alarmed by the fact that between 1990 and 2021 the EU railway network shrank by over 12 000 km, supported the EU's shift-to-rail objective, requesting the commitment of EU countries to prevent the degrading of rail infrastructure and ensure adequate, stable and timely funding. The report suggested the introduction of automation and digital tools (European Railway Platform) to make traffic management faster, more effective and cut red tape with a series of digital tools that should be coordinated by the European Railway Agency.

MEPs supported the division of the railway infrastructure capacity planning into three stages: strategic planning (every five years), scheduling (annually) and adaptation. MEPs backed an obligation for infrastructure managers to monitor and benchmark the performance of rail infrastructure and transport services, but also to consult the national regulators and the Commission in order to ensure that their performance targets are consistent with EU targets, including modal shift to rail.

The report was adopted unanimously in the committee and by a large majority in plenary. Negotiations with the Council on this future piece of legislation will only start after the June European elections.



Adopted in TRAN:
04/03/2024

Adopted in plenary:
12/03/2024

Own-initiative reports (INI)

Title	Reference
<p>Railway safety and signalling: Assessing the state of play of the European Rail Traffic Management System (ERTMS) deployment</p>	
<p>The European Rail Traffic Management System (ERTMS) is the EU standard for automatic train protection which creates an interoperable railway system in Europe.</p> <p>In this own initiative report, TRAN Members called for better coordination in ERTMS deployment. They argued that a ten-fold increase in the deployment pace was urgently needed to achieve the digital transition, improve the safety of the European railway system, and to meet the existing 2030 rollout deadline. Taking into consideration the ambitions of the European Green Deal for a major modal shift to rail and of a doubling of high-speed rail traffic by 2030 and rail freight traffic by 2050, Members emphasized that</p>	<p>2019/2191(INI)</p> <p>Rapporteur: Izaskun BILBAO BARANDICA (Renew)</p>

the necessary increase in rail transport capacity could not be obtained without a large-scale acceleration of the roll-out of the ERTMS throughout the EU.

The report highlighted that EU funds were not sufficient to cover all the expenses needed to ensure a smooth roll-out and proper functioning of the ERTMS, urging therefore the Commission and Member States to improve the attractiveness of investing in the ERTMS and address the lack of a stable and predictable budget. The report was adopted with a very large majority in the EP.



Adopted in TRAN:
25/05/2021

Adopted in plenary:
06/07/2021

Action plan to boost long distance and cross border passenger rail

This own initiative report welcomed the Commission action plan to boost long-distance and cross-border passenger rail, in particular its main objectives such as recognizing the crucial role of rail in decarbonising mobility, contributing to the establishment of the Single European Railway Area, boosting connectivity across Europe, including rural areas, remote regions, islands, mountainous areas and less populated zones or improving efficiency and ensuring high-quality transport services.

The report focused on elements of the action plan that were of particular importance to make rail transport more attractive and efficient: accelerated interoperability and integration of long distance and cross-border passenger rail; integration into different inter-regional, regional, urban and peri-urban rail networks; broader multimodal solutions and ticketing; completion of first/last mile multimodal hubs; investment in rolling stock; improving certification and training for railway staff, in particular drivers; more efficient use of networks; efforts towards a level playing field with other modes of transport and empowerment of youth.

[2022/2022\(INI\)](#)

Rapporteur:
Annalisa TARDINO
(ID)



Adopted in TRAN:
03/10/2022

Adopted in plenary:
13/12/2022

3. Air Transport

Reports under the ordinary legislative procedure (COD)

Title	Reference
<p>Implementation of the Single European Sky (recast)</p> <p>The Single European Sky is one of the EU’s flagship initiatives, aiming at making European air transport more efficient and environmentally friendly by pulling together available air traffic management resources and coordinating their cooperation in a more coherent way. The original Commission proposal was referred to the TRAN Committee in July 2013. The EP adopted its first reading position in March 2014. However, the Council only adopted a partial general approach and the inter-institutional negotiations on the proposal did not start. In September 2020 the European Commission submitted an updated proposal, taking into consideration advances in technology and new political developments such as Brexit and the Green Deal, but its main goal remained the same, namely: ‘to enable the sector to better realise its economic potential while operating more sustainably’ and ‘to provide for a revision ensuring a more flexible provision of air navigation services, fit for the operating environment of today and of the future’.</p> <p>After more than a decade and negotiations with 6 consecutive presidencies of the Council, a provisional agreement with the Belgian Presidency was reached in March 2024 on new EU rules to optimise flight routes, reduce flight delays and cut CO2 emissions, which included also new provisions on the Performance Review Body, incorporated into this file, as a result of the agreement.</p> <p>The agreed text should improve climate and environmental performance of airspace management by extending, in particular, binding environmental targets for terminal services and modulating charges to incentivise better environmental performance. It also created an independent and permanent performance review board to advise the Commission on performance and charging scheme implementation. The new law also includes the possibility for air-traffic service providers to procure some services such as communication, meteorological or aeronautical information services, under market conditions.</p> <p>The new EP to be elected in June 2024 is expected to finalize the procedure for this legislation.</p>	<p>2013/0186(COD)</p> <p>Rapporteur: Marian-Jean MARINESCU (EPP)</p>  <p>Adopted in TRAN: 17/06/2021</p> <p>Awaiting adoption in plenary</p>

Capacity of the European Union Aviation Safety Agency to act as Performance Review Body of the Single European Sky

In September 2020, the Commission presented a legislative proposal to amend the Regulation establishing the European Union Aviation Safety Agency (EASA). The reason was that the updated proposal for the implementation of the Single European Sky established a permanent Performance Review Body (PRB) to be integrated into EASA. The main aim of the proposal was to introduce the new tasks in the EASA Regulation, and separate them from the agency's activity as a safety authority.

Parliament requested the strengthening of the independence of the new PRB and to attribute it the functions that the Commission had assigned to the Management Board.

The interinstitutional negotiations started in July 2021 but due to very divergent EP and Council positions, an agreement was long stalled.

In March 2024 the Parliament and Council agreed on new EU rules to optimise flight routes, reduce flight delays and cut CO2 emissions as part of the reform of the so-called Single European Sky rules (see previous text on procedure 2013/0186(COD)).

The agreed text requests the creation of an independent advisory PRB to help the Commission and Member States to take decisions on the performance plans for air navigation services to improve network management of EU airspace.

The co-legislators decided to integrate all the provisions amending the EASA basic regulation into the Single European Sky (SES2+) legislation in order to facilitate the adoption procedure.

[2020/0264\(COD\)](#)

Rapporteur:
Bogusław LIBERADZKI
(S&D)



Adopted in TRAN:
17/06/2021

*Integrated into the
Single European Sky
regulation*

Sustainable aviation fuels (ReFuelEU Aviation Initiative)

In July 2021, the Commission published, as part of the 'Fit for 55' legislative package, a proposal for a new regulation on sustainable aviation fuels (SAF). This regulation lays down harmonised rules aiming to increase the uptake of sustainable aviation fuels by aircraft operators and the distribution of sustainable aviation fuels at Union airports, while maintaining a competitive level playing field on the Union's aviation internal market.

The new regulation contains an obligation for aviation fuel suppliers to ensure that all fuel made available to aircraft operators at EU airports contains a minimum share of SAF from 2025 onwards and, starting in 2030, a minimum share of synthetic fuels, with both shares increasing progressively until 2050, and an obligation for aircraft operators to uplift a certain minimum quantity of aviation fuel at given EU airports, to avoid tankering

[2021/0205\(COD\)](#)

Rapporteur:
José Ramón BAUZÁ
DÍAZ (Renew)



practices. Tankering means an aircraft carries more fuel than required for its safe flight to avoid or reduce refuelling at the destination airport. The regulation also creates a dedicated EU labelling scheme for the environmental performance of aircraft and sets out rules for proper monitoring and enforcement. The EP adopted its position in July 2022, after which interinstitutional negotiations started with Council. The agreement reached was approved by Parliament in September 2023.

Adopted in TRAN:
27/06/2022

Adopted in plenary:
13/09/2023

Civil aviation: repealing an obsolete directive phasing out noisy aircraft

The Commission proposal was part of the Commission's ReFit programme on better regulation. The Council directive became obsolete after Directive 2006/93, phasing out the noisy aircraft, entered into force. The report was approved in committee without any amendments under the simplified procedure.

[2022/0282\(COD\)](#)

Rapporteur:
Karima DELLI
(Greens/EFA)



Adopted in TRAN:
22/11/2022



Adopted in plenary:
13/12/2022


Own-initiative reports (INI)

Title	Reference
<p>Electric aviation – a solution for short- and mid-range flights</p> <p>This own-initiative report focuses on electric aviation’s role within the framework of the ReFuelEU Aviation initiative, as being complementary to traditional aviation on shorter routes as well as in less densely populated areas and cities, rather than substituting it. It is underlined that, although not devoid of challenges, electric aviation has the potential to become the greenest mode of transport. Furthermore, electric aviation offers a fresh opportunity to boost competitiveness in Europe.</p> <p>In this context, a significant role is played by the Clean Aviation Joint Undertaking (CAJU) and, in terms of regulation and certification, by EASA.</p> <p>The final report highlighted the need for more targeted public funding by the EU agencies and for initiatives to help fund innovation, to bring electric aviation products to the market and to develop the appropriate ground infrastructure to support this emerging sector.</p>	<p>2023/2060(INI)</p> <p>Rapporteur: Erik BERGKVIST (S&D)</p>  <p>Adopted in TRAN: 07/12/2023</p> <p>Adopted in plenary: 16/01/2024</p>



4. Maritime Transport

Reports under the ordinary legislative procedure (COD)

Title	Reference
<p>Recognition of professional qualifications in inland navigation: transitional measures for the recognition of third countries certificates</p> <p>This proposal modified the transitional provisions of Directive 2017/2397 on the recognition of professional qualifications in inland navigation in order to cover certificates of qualification, service record books and logbooks issued by third countries. The objective of the proposal was to provide for an adequate period during which a Member State could continue to recognise third country documents on the basis of its own requirements established before 16 January 2018. The scope of this transitional measure was limited to the documents issued before the cut-off date of 18 January 2023. This would allow third countries to align their requirements to those laid down in the Directive and ensure a smooth transition to the system of recognition of third country documents provided for in the Directive.</p> <p>The common political intention was to adopt the report swiftly to make sure that Member States could transpose the Directive as required before 17 January 2022 and ensure legal certainty for the individuals and economic operators active in the inland waterway transport sector.</p>	<p>2021/0039(COD)</p> <p>Rapporteur: Andris AMERIKS (S&D)</p>  <p>Adopted in TRAN: 17/06/2021</p> <p>Adopted in plenary: 06/07/2021</p>
<p>Sustainable maritime fuels (FuelEU Maritime Initiative)</p> <p>In July 2021, the Commission published, as part of the 'Fit for 55' legislative package, a proposal for a new regulation on the use of renewable and low-carbon fuels in maritime transport. It aimed to promote sustainable maritime fuels while at the same time maintaining the smooth operation of maritime traffic and avoiding distortions in the internal market. To this end, the Commission proposed to introduce requirements for ships, regardless of their flag, arriving to or departing from EU ports, by imposing a maximum limit on the greenhouse gas content of the energy they use. Targets are determined against a reference value reflecting the fleet average greenhouse gas intensity of energy used on-board by ships in 2020, and gradually reduced every five years until a final target of -75% by 2050. In addition, passenger ships and container ships would be required to use onshore power supply unless they can demonstrate the use of another zero-emission technology.</p>	<p>2021/0210(COD)</p> <p>Rapporteur: Jörgen WARBORN (EPP)</p> 

<p>During the negotiations with Council between November 2022 and March 2023, TRAN succeeded to defend its position on numerous points: Firstly, the greenhouse gas intensity limits for fuels used on board by ships were strengthened through a gradual reduction leading to a reduction of 80% (compared to 2020 levels) as of 2050 (2040: -31%; 2045: -62%). This would apply to ships above a gross tonnage of 5000, which are in principle responsible for 90% of CO2 emissions, and to all energy used on board in or between EU ports, as well as to 50% of energy used on voyages where the departure or arrival port is outside of the EU or in EU outermost regions. Moreover, the Council in the end accepted the EP request to introduce a mandatory sub-quota for the use of renewable fuels of non-biological origin (RFNBO) from 2034 in the event that the share of RFNBOs was found to be below 1% of the fuel mix by 2031. In order to significantly reduce air pollution in ports, for containerships and passenger ships, the use of on-shore power supply for all electricity needs while moored at the quayside in major EU ports will be obligatory as of 2030. Finally, the co-legislators agreed on extensive obligations to review and report on a variety of aspects related to the application of the regulation as well as its scope and impact in 2027 and every five years thereafter.</p>	<p>Adopted in TRAN: 03/10/2022</p> <p>Adopted in plenary: 11/07/2023</p>
<p>Ro-ro passenger ships: stability requirements</p>	
<p>In the framework of the Commission's Regulatory Fitness and Performance Programme (REFIT) and Better Regulation agenda, the Commission presented a legislative proposal to amend existing rules on damage stability requirements for roll on roll off (ro-ro) passenger ships, known as ferries. The main elements of the proposal related to the alignment of EU laws with international requirements while maintaining safety levels. The proposal included stronger requirements for new ferries and for existing ferries that were not yet certified based on the number of passengers.</p> <p>TRAN adopted the report by unanimity and the decision to enter in negotiations, which were quickly conclusive and allowed for adoption by Parliament in first reading in March 2023.</p> <p>The final text makes travelling by car ferries in Europe safer, and guarantees that these vessels will have to fulfil stronger stability requirements. The new legislation ensures, as far as possible, consistency with International Maritime Organisation (IMO) standards for the stability of damaged passenger ships, which were updated under the 2020 SOLAS Convention. The revised directive also aims to strengthen fleet entry requirements within the Union for existing large vessels that have not yet been certified.</p>	<p>2022/0036(COD)</p> <p>Rapporteur: Roberts ZĪLE (ECR)</p>  <p>Adopted in TRAN: 10/10/2022</p> <p>Adopted in plenary: 14/03/2023</p>

<p>European Maritime Safety Agency (EMSA)</p>	
<p>The Commission published its legislative proposal for the revision of the EMSA Regulation in June 2023 as part of the 'Maritime Safety Package'. It aims to better reflect the current tasks and objectives of the Agency in its founding regulation so that it is legally mandated to fulfil them. It also aims to allow enough flexibility to incorporate new tasks in addressing the new needs of the maritime sector in relation to evolving security challenges at sea, including cyber security and hybrid threats, as well as the adequate human and financial associated resources. EMSA's mandate is revised, and its tasks updated taking into account its role in supporting the sustainability and digitalisation of the maritime sector, training on monitoring crew working and living conditions. The revision also considers additional tasks resulting from FuelEU Maritime and the Emission Trading System (ETS) as well as from other Commission proposals of the same package on Port State Control, Flag States, Accident investigation and Ship source pollution.</p> <p>The TRAN report pointed out that through enhanced cooperation with port authorities, EMSA should play a more pro-active role regarding the modernisation of maritime ports, and help to establish and maintain high safety standards, in order to support decarbonisation and sustainability and to facilitate smoother vessels operations. The agency should also provide training to the Member States on how to conduct maritime accident investigations, apply digital solutions to maritime registries and also help inspectors to assess if seafarers' rights and working and living conditions on board ships are respected. The report also suggested to strengthen EMSA's international and security role by engaging it more in IMO meetings and providing EU countries with maritime situational awareness on new geopolitical challenges, such as Russia's war of aggression against Ukraine and the related security threats to specific Member States.</p> <p>As Council, at the time of writing, has not yet adopted its position on this file, interinstitutional negotiations will be dealt with only after the June European elections.</p>	<p>2023/0163(COD)</p> <p>Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)</p>  <p>Adopted in TRAN: 07/12/2023</p> <p>Adopted in plenary: 12/03/2024</p>
<p>Establishing the fundamental principles governing the investigation of accidents in the maritime transport sector</p>	
<p>As part of the 2023 Maritime Safety Package, the Commission proposed to revise an existing directive, establishing fundamental principles for the investigation of accidents in the maritime transport sector, which provides for a system of safety investigations to learn lessons from maritime accidents and to prevent their reoccurrence. The revision aims at increasing the scope by including smaller fishing vessels, clarifying certain</p>	<p>2023/0164(COD)</p> <p>Rapporteur: Caroline NAGTEGAAL (Renew)</p>

<p>definitions, enhancing requirements for the investigations carried out by Accident Investigation Bodies (AIBs) and bringing the legislation in line with other relevant EU legislation and IMO regulations.</p> <p>During the inter-institutional negotiations leading to an agreement in February 2024, Parliament broadly supported the Commission proposal, in particular the adjustments to bring the directive in line with other relevant EU legislation and international (IMO) regulations as well as the extension of the scope to smaller fishing vessels. Hence, these elements formed an integral part of the text agreed between the institutions. As far as the main points of contention during the negotiations were concerned, the agreed text establishes that investigations have to start within two months from the accident, and must be concluded within 12 months. Furthermore, the text included provisions requiring Member States to cooperate and EMSA to provide training with a view to improving investigation capacities. Finally, the directive foresees a transposition period of 36 months and an evaluation and review of the Directive 5 years after that.</p>	 <p>Adopted in TRAN: 07/12/2023</p> <p>Adopted in plenary: 10/04/2024</p>
<p>Port State Control</p>	
<p>The proposal, which is also part of the Maritime Safety Package, aimed to amend Directive 2009/16/EC in order to update and align EU legislation with international rules and procedures. The TRAN report, adopted in December 2023, welcomed the Commission proposal, but proposed some adjustments. TRAN MEPs agreed to update the criteria for targeting ships for inspection at ports. Environmental performance and deficiencies of ships will have more weight in determining their risk profile.</p> <p>Interinstitutional negotiations took place from January to February 2024. The provisional agreement updated the criteria that allows to target ships for inspection at ports in line with TRAN's wish to give more weight to environmental performance and deficiencies. Negotiators also agreed to a review clause to consider the inclusion of the Carbon Intensity indicator in the environmental parameters after the IMO concludes its revision of the indicator.</p> <p>MEPs obtained the establishment of a quality management system within five years of transposition of new rules and negotiators agreed on the possibility for Member States to put in place a voluntary port State control regime for fishing vessels over 24 meters. This will contribute to improving the level of safety aboard these ships, which experience a relatively high level of accidents.</p>	<p>2023/0165(COD)</p> <p>Rapporteur: Vera TAX (S&D)</p>  <p>Adopted in TRAN: 07/12/2023</p> <p>Adopted in plenary: 10/04/2024</p>

Ship-source pollution and introduction of penalties

In June 2023, the Commission published this proposal to amend Directive 2005/35/EC on ship-source pollution (SSP Directive), as one of 5 proposals making up the Maritime Safety Package. The SSP Directive dealt with penalties for illegal discharges of oil and noxious liquid substances from ships into the sea. An illegal discharge is a discharge from a ship that does not respect the standards laid down in the IMO's Convention for the Prevention of Pollution from Ships (known as 'Marpol 73/78'). In line with updates to Marpol 73/78, the proposal added new types of discharges to be sanctioned under EU law, namely: harmful substances in the form of packaged goods; sewage; garbage and Exhaust Gas Cleaning System residue.

TRAN, in its November 2023 report, called for Member States to be obliged to verify a higher percentage of pollution alerts and insisted that penalties be set at levels that were truly dissuasive. The report was critical of the fact that the full, up-to-date text of Marpol of 73/78 was not publicly available online to all interested parties and called for this problem to be resolved. Interinstitutional negotiations started in early January; the co-legislators reached a provisional agreement in February 2024. Important elements in the agreement included:

- (1) Member States were obliged to digitally verify all 'high confidence' pollution alerts and to strive to verify on the ground at least 25% of them;
- (2) It stipulated that penalties for illegal discharges had to be dissuasive and effective, and laid down a set of common criteria that all Member States had to take into account when setting penalty levels, such as damage caused to the environment;
- (3) Member States agreed to work within the IMO to make the full text of Marpol 73/78 and other conventions available to the public.

[2023/0171\(COD\)](#)

Rapporteur:
Marian-Jean
MARINESCU
(EPP)



Adopted in TRAN:
16/11/2023

Adopted in plenary:
10/04/2024

Compliance with Flag State requirements

The proposal for a new directive on Flag State Control was published in June 2023, as part of the Maritime Safety Package. It covered clear requirements for Flag State inspections, based on international rules, as well as trainings (provided by EMSA) for national administrations, in order to enhance the controls that Member State authorities have over their fleets. It also aimed at improving information sharing between Flag States on the results of inspections they carry out and compliance issues in general.

The TRAN report, adopted in December 2023, proposed obliging Member States to use the Union Maritime Information and Exchange System (SafeSeaNet) and electronic certificates after three years from the date of entry into force of the directive.

[2023/0172\(COD\)](#)

Rapporteur:
Vera TAX
(S&D)



Training programs provided by EMSA to Flag State authorities should facilitate coordination and the exchange of information and good practice between Flag State authorities. The report also called for ship inspections to reflect on the working conditions, safety and environmental performance of all ships flying the flag of Member States and include accurate data on crews' working and resting hours. Last but not least, the report insisted on emphasising that there should be a genuine link between a Flag State and the vessels flying its flag, in order to eliminate abuses such as the use of open registries and 'flags of convenience'. Interinstitutional negotiations concluded in February 2024. The agreement included the requirement for Member States to choose either a quota-based system or a risk based approach for controlling their fleet, with each ship subject to a control at least once every 5 years. The Member States will also have to digitalise their portfolio of certificates and make it accessible to other Member States, with the technical support of the Commission. The directive will ensure the implementation of the relevant IMO rules (the International Instruments Code, or III-Code) into EU law.



Adopted in TRAN:
07/12/2023

Adopted in plenary:
10/04/2024

Own-initiative reports (INI)

Title	Reference
<p>Technical and operational measures for more efficient and cleaner maritime transport</p> <p>The report stressed the need to effectively tackle emissions from ship fuel, to phase out the use of heavy fuel oil in shipping, and to invest in technologies such as liquefied natural gas (LNG) for a gradual transition to zero-emission alternatives in the maritime sector.</p> <p>Furthermore, MEPs called on the Commission to draw up a strategy on zero-emission ports, support the use of on-shore power supply from clean electricity and propose rules that would support zero pollution at berth, all while regulating EU port access for the most polluting ships based on the Port State Control directive framework.</p> <p>Members stressed the urgent health and environmental need to establish sulphur and nitrogen emission control areas covering all Mediterranean countries.</p> <p>The report also highlighted other measures that could significantly contribute to the decarbonisation of the maritime sector and promote the Green Deal. Vessels speed optimisation, including slow steaming, innovation in hydrodynamics, the introduction of new propulsion methods, such as wind assist technologies, optimisation of navigable routes and digitalisation and automation of the maritime sector, are among the actions MEPs wanted the Commission, ship-owners and ship-operators to explore further.</p>	<p>2019/2193(INI)</p> <p>Rapporteur: Karima DELLI (Greens/EFA)</p>  <p>Adopted in TRAN: 25/02/2021</p> <p>Adopted in plenary: 27/04/2021</p>
<p>Building a comprehensive European port strategy</p> <p>The general objective of this own-initiative report was to define the strategic pillars for the further development of EU ports policy. The specific focus of the report lay in the security risks associated with increased foreign influence through investments in strategic maritime infrastructure and possible measures to address them at EU level, drawing from the findings of a valuable study requested by TRAN on this particular issue.</p> <p>In this respect, the report called for an in-depth analysis by the Commission, followed by a strengthening of existing instruments, such as the screening of foreign investments, as well as the introduction of new instruments to ensure greater scrutiny. Additional challenges arose from the required energy transition, while the report also emphasised the crucial role of ports as energy hubs. The need to preserve the competitiveness of European ports through digitalisation and improved connections</p>	<p>2023/2059(INI)</p> <p>Rapporteur: Tom BERENDSEN (EPP)</p> 

with the hinterland were key for the EU's economy. Moreover, reference was made in particular to improved health and social standards for dockworkers and seafarers. Finally, the report called for improved environmental standards as well as measures to adapt to the consequences of climate change.


The report, unanimously adopted, called on the Commission to come forward with a strategy on European ports by the end of 2024 in order to pursue the abovementioned objectives in comprehensive and coordinated way.

Adopted in TRAN:
07/12/2023

Adopted in plenary:
17/01/2024



5. Inland Waterway Transport

Own-initiative reports (INI)

Title	Reference
<p data-bbox="229 376 1141 409">Towards Future-proof Inland Waterway Transport (IWT) in Europe</p> <p data-bbox="229 432 1114 678">With this own-initiative report, TRAN laid down a framework for reinforcing the role and further development of inland waterway transport (IWT) which currently represents around 6% of freight transport in Europe. The report called for a modal shift in freight transport from road to inland waterways, arguing that it would help reduce road congestion and emissions, enhance safety and lead to a more sustainable transport system.</p> <p data-bbox="229 723 1114 1350">In order to achieve this modal shift, the EP called for investment in river and canal infrastructure as well as an increased deployment of digital technologies across transport modes and borders. The report also asked for measures to make IWT more sustainable, in particular through 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, MEPs called 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 included the role of inland ports as strategic, multimodal nodes, the importance of research and training for the modernisation of inland navigation, the use of EU funding instruments for the IWT sector. Finally, Parliament called for a strengthening of education and training as well as for measures to improve social security and working conditions in IWT.</p>	<p data-bbox="1129 432 1326 465">2021/2015(INI)</p> <p data-bbox="1129 499 1425 600">Rapporteur: Caroline NAGTEGAAL (Renew)</p>  <p data-bbox="1129 1048 1369 1115">Adopted in TRAN: 28/06/2021</p> <p data-bbox="1129 1149 1390 1216">Adopted in plenary: 14/09/2021</p>

6. Transport Infrastructures

Reports under the ordinary legislative procedure (COD)

Title	Reference
<p>Connecting Europe Facility 2021-2027</p> <p>As part of the EU's long-term budget for 2021-2027 (MFF), the European Commission proposed to renew the Connecting Europe Facility (CEF), a dedicated funding programme to support the development of trans-European networks in the fields of transport, energy and digital infrastructure.</p> <p>The second edition of the CEF provided an overall budget of 33.7 billion EUR (in current prices), out of which 25.8 are dedicated to the transport pillar for projects mainly on the TEN-T core network and with 12.8 billion earmarked for the development of transport infrastructure in cohesion countries. For the first time, the CEF also supported transport infrastructure for civilian-military dual use, under a specific envelope of 1.7 billion EUR (about 5 billion less than envisaged by the Commission and supported by Parliament, following cuts in the MFF by Council).</p> <p>In transport, the CEF focuses on projects that seek to modernise transport infrastructure, bridge missing links and develop cross-border links. Projects supported need to contribute in particular to decarbonisation and making transport more connected, sustainable, inclusive, safe and secure. While supporting the Commission proposal overall, Parliament advocated for clearer eligibility criteria for projects in the different transport modes, more predictable planning of calls for proposals, more flexible funding rates and leveraging synergies between the transport, energy and digital sectors. Through a bonus in co-funding rates, introduced at Parliament's initiative, reinforced cooperation is encouraged in the planning and implementation of cross-border TEN-T projects between Member States.</p> <p>The report was treated jointly with the ITRE Committee, responsible for the energy and digital pillars, where Henna Virkkunen (EPP) served as Rapporteur.</p>	<p>2018/0228(COD)</p> <p>Rapporteurs: Marian-Jean MARINESCU (EPP)</p>  <p>Dominique RIQUET (Renew)</p>  <p>Adopted in TRAN: 22/11/2018</p> <p>Adopted in plenary: 07/07/2021</p>

Trans-European transport network: streamlining measures for advancing the realisation

This proposal aimed to reduce delays encountered in the implementation of trans-European transport network (TEN-T) infrastructure projects by simplifying the authorisation rules for projects on the core network and clarifying the processes which project promoters need to follow, in particular as regards the granting of permits, public procurement and other administrative procedures. It was part of the Commission's third 'Europe on the Move' mobility package and should facilitate the completion of the TEN-T.

TRAN supported the proposal and put forward provisions to reinforce the streamlining measures, through stricter deadlines, unified procurement rules in cross-border projects by joint entities between Member States and facilitating the establishment of a single competent authority as a one-stop contact point for project promoters. The Committee also supported conditioning EU funding to compliance with deadlines, and the possibility to also apply streamlining measures to projects on the comprehensive network. The TRAN report constituted Parliament's mandate for negotiations with Council.

Negotiations with the Council resulted in a compromise in June 2020, bridging the very divergent positions of Parliament and Council who insisted in particular to narrow the scope to pre-defined cross-border projects (defined through the Connecting Europe Facility, CEF) and large projects on the core network. The EP succeeded however to introduce streamlined project authorisation procedures for the first time for the TEN-T, including for cross-border projects, and to facilitate implementation of projects with a 'one-stop-shop' for project promoters. The 'smart TEN-T directive' was finally adopted in July 2021 (after the interlinked new CEF had been adopted).

[2018/0138\(COD\)](#)

Rapporteur:
Dominique RIQUET
(Renew)



Adopted in TRAN:
10/01/2019

Adopted in plenary:
06/07/2021

Deployment of alternative fuels infrastructure

The proposal belonged to the Fit for 55 package, the legislative instrument to reach the goal of a reduction in CO2 emissions by 55% in 2030 compared to 1990 levels. Together with the Refuel Aviation and Refuel EU Maritime Regulations, this file represented an important TRAN contribution to the achievement of the 55% reduction goal.

The Regulation set mandatory national targets for the deployment of alternative fuels infrastructure in the EU, for road vehicles, trains, vessels and stationary aircraft.

The Rapporteur initially appointed in TRAN was Ismail Ertug (S&D), later replaced by Petar Vitanov in June 2023.

[2021/0223\(COD\)](#)

Rapporteur:
Petar VITANOV (S&D)

The final text, resulting from negotiations between Parliament and Council, includes the requirement to deploy electric charging pools for cars at least every 60 km along the core TEN-T network by 2026, with kW output raising from 400 to 600 by 2028, with special provisions applying for trucks and buses. It also required Member States to ensure that publicly accessible recharging points dedicated to heavy-duty vehicles are in place in each urban node. Deployment exemptions would apply to outermost regions, islands and roads with very scarce traffic. Provisions on hydrogen refuelling stations were also introduced. Finally, this Regulation set out a reporting mechanism to encourage cooperation and ensures robust tracking of progress.



Adopted in TRAN:
03/10/2022

Adopted in plenary:
11/07/2023

Trans-European transport network

The Trans-European Transport Network (TEN-T) is the main pillar of the EU transport infrastructure policy. It provides for a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and multimodal freight terminals.

The revision of the TEN-T Regulation proposed in 2021 aimed at an update of the guidelines for the network's development that have been in force since 2013 and align them with the objectives of European Green Deal and the Sustainable and Smart Mobility Strategy. The TEN-T was envisaged to be further completed gradually in three layers, the core network by 2030, the newly proposed extended core network by 2040, and the underpinning comprehensive network by 2050. Reflecting trends in transport flows, the revision also updates the maps of the network and the European Transport Corridors as the TEN-T's key transport axes.

The TRAN report supported the Commission proposal's focus to make transport more sustainable, affordable and efficient, to promote interoperability, multimodality, modal shift and digitalisation in transport and to strengthen resilience and implementation rules for the network. In amendments, TRAN sought to reinforce the provisions of the guidelines in order to more effectively tackle challenges in the implementation of the TEN-T and make the network more future-proof for its users. In particular, TRAN aimed at more ambitious standards and fewer exemptions, namely as regards cross-border rail transport and interoperability, a stronger role for the urban nodes in the network, and a broadened uptake of smart and digital infrastructure enhancing safety and sustainability. A second area where TRAN advocated for stronger rules was the resilience of the network *inter alia* in view of climate change, proper

[2021/0A420\(COD\)](#)

Rapporteurs:

Dominique RIQUET
(Renew)



Barbara THALER
(EPP)



<p>maintenance of transport infrastructure over its life time, addressing EU military mobility within the TEN-T in the new geopolitical context, and safeguarding the strategic autonomy of the EU. Thirdly, TRAN aimed at a stronger coherence of national efforts with European priorities of the TEN-T, tying national transport and investment plans to TEN-T objectives, including in EU funding and at creating more robust governance instruments for the Commission to ensure European Transport Corridors are completed in the set time and to guard against project delays. The final TRAN report, consolidating some 2000 amendments on the TEN-T provisions and maps, was adopted in committee in April 2023 and provided Parliament’s mandate for the subsequent inter-institutional negotiations.</p> <p>Council’s general approach of December 2022 significantly weakened the Commission proposal, much diluting the ambition of requirements in all modes and rail in particular, with a larger scope for exemptions for Member States and rather feeble governance instruments.</p> <p>Negotiations were concluded in December 2023. The TRAN negotiating team succeeded to secure robust requirements, notably in relation to rail and multimodal transport standards, the integration of ports and airports, and road safety. Military mobility provisions could be included as a new element. Moreover Parliament managed to reintroduce crucial provisions for stronger governance instruments for the TEN-T and its corridors as well as in relation to foreign investments in transport infrastructure – elements long firmly opposed by Council. In exchange, Member States retained much leeway for exemptions. The agreed text also specified the updated maps and list of nodes of the TEN-T, including extensions of European Transport Corridors to Ukraine and Moldova initiated in the context of the Russian war of aggression against Ukraine.</p> <p>The new TEN-T Regulation, will provide the basis for the further development of the TEN-T over the next decade and beyond.</p>	<p>Adopted in TRAN: 13/04/2023</p> <p>Adopted in plenary: 24/04/2024</p>
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Own-initiative reports (INI)

Title	Reference
<p>Revision of the Trans-European Transport Network (TEN-T) guidelines</p>	
<p>In this own initiative report ahead of the revision of the TEN-T regulation in 2021, TRAN highlighted the importance of a forward-looking TEN-T policy to strengthen economic, territorial and social cohesion, support competitiveness and enable the green and digital transition of the transport sector throughout the EU. On the basis of the progress already achieved, TRAN Members called for an update of the TEN-T to respond to new</p>	<p>2019/2192(INI)</p> <p>Rapporteur: Jens GIESEKE (EPP)</p>

challenges linked to sustainable and smart mobility in all transport modes, but also to accelerate the network implementation and especially the completion of the core network by the 2030 regulatory deadline. In this regard, it urged that the governance of the TEN-T be strengthened. Member States were invited to cooperate more strongly on cross-border projects and ensure coherence of national transport plans with the TEN-T, while the Commission should make stronger use of its oversight powers, including through a reinforced role of the European TEN-T Coordinators. The report also reiterated the need to ensure sufficient investment in TEN-T infrastructure, with relevant EU funds (CEF, InvestEU, European structural and investment funds, the Recovery and Resilience Facility, Horizon Europe, etc.). TRAN requested that EIB lending be tailored to the specifics of the transport sector and that Member States themselves commit sufficient funding.

Finally, the report stressed the strategic role of the TEN-T. The EU should maintain close transport links through the TEN-T with third countries and regions in and beyond Europe that are partners of the EU. At the same time, the EU should make sure to protect its strategic infrastructure and the TEN-T as a whole, including by ensuring EU standards and reciprocity in foreign investments in TEN-T infrastructure. In addition to leveraging strategic synergies with other networks such as the TEN-energy, a revised TEN-T should moreover be used as an opportunity to increase synergies with defence needs with the overall aim of improving military mobility across the Union.






Adopted in TRAN:
01/12/2020

Adopted in plenary:
20/01/2021

7. Horizontal Legislation

Reports under the ordinary legislative procedure (COD)

Title	Reference
<p>Ensuring basic road freight and air connectivity: periods of application</p> <p>This proposal sought to amend certain provisions relating to the period of application of two existing regulations in order to ensure basic connectivity for road freight and passenger transport in the case of a Brexit without a withdrawal agreement. Such a 'no-deal Brexit' did not take place in the end.</p> <p>The validity of the regulations was to be extended by seven months, which corresponds to the duration of the extension of the period referred to in Article 50(3) of the TEU. Therefore, it was proposed that Regulation 2019/501 should cease to apply on 31 July 2020 rather than on 31 December 2019.</p> <p>In addition, in order to ensure that the option provided for in Article 2(3)(d) of Regulation (EU) 2019/501 was available for a period of the same order as that initially provided for, it was necessary to define the period during which cabotage services in the field of road passenger transport could be provided in the border region of Ireland as a six-month period starting from the date of application of that regulation. This rule replaced the current reference to the date of cessation of application of 30 September 2019.</p> <p>As regards Regulation (EU) 2019/502, the proposal set 24 October 2020, the end of IATA's 2020 summer season, as the date of cessation of its application. The 12-month period of application initially envisaged was thus preserved.</p>	<p>2019/0179(COD)</p> <p>Rapporteur: Karima DELLI (Greens/EFA)</p>  <p>Adopted in TRAN: 18/10/2019</p> <p>Adopted in plenary: 22/10/2019</p>
<p>Transport: repealing obsolete Regulations</p> <p>The EP adopted a report on a proposal repealing Council Regulation 1108/70 introducing an accounting system for expenditure on infrastructure in respect of transport by rail, road and inland waterway, and repealing Commission Regulation 851/2006 specifying the items to be included under the various headings in the forms of accounts shown in Annex I to Council Regulation 1108/70.</p> <p>Parliament, in view of the Commission's REFIT programme and commitment to better regulation, adopted its first reading by taking over the Commission's proposal.</p>	<p>2022/0232(COD)</p> <p>Rapporteur: Roman HAIDER (ID)</p> 

	<p>Adopted in TRAN: 29/11/2022</p> <p>Adopted in plenary: 13/12/2022</p>
<p>Amending certain road transport and aviation Regulations and Directives as regards certain reporting requirements</p>	
<p>In the context of the European Green Deal, the Commission Work Programme for 2024 focuses on easing the burden for businesses and rationalising reporting requirements to help boost the EU's competitiveness. The Commission published two proposals for a regulation and for a decision amending a total of 7 basic acts with regards certain reporting requirements in the fields of road transport and aviation. The draft regulation and draft decision included changes to reporting requirements for national authorities set out in rules regarding computerized reservation systems, tachographs in road transport, and investigation and prevention of accidents and incidents in civil aviation.</p> <p>The reports, handled under simplified procedure, contained only a few minor technical changes previously agreed with Council.</p>	<p>2023/0361(COD) 2023/0362(COD)</p> <p>Rapporteur: Jan-Christoph OETJEN (Renew)</p>  <p>Adopted in TRAN: 06/02/2024</p> <p>Adopted in plenary: 13/03/2024</p>
<p>Accounting of greenhouse gas emissions of transport services</p>	
<p>In July 2023, the Commission tabled a legislative proposal on an EU framework (CountEmissions EU) for harmonised measurement of transport and logistics emissions. The proposed regulation establishes a voluntary EU methodology for the measurement of greenhouse gas emissions from freight and passenger transport. The methodology builds on the international standard ISO 14038, so that it can also be applied to transport chains which are partly outside the EU territory. It uses a 'well-to-wheel' approach for measuring emissions and prioritises the use of primary data. It establishes a database of default values to be used in case that primary data are not available. It contains provisions for verification of data. To reduce administrative burden, SMEs would be exempted from verification obligations. The regulation would apply 42 months after entering into force.</p>	<p>2023/0266(COD)</p> <p>Rapporteur: Barbara THALER (EPP)</p> 

The report was treated jointly with the ENVI Committee, where Pascal Canfin (Renew) was the assigned Rapporteur.

The joint committee report seeks to strengthen the proposal by providing further support for SMEs' implementation while stressing that only primary data should be used by all other entities than SMEs; it introduces penalties for non-compliance; requirement for the Commission to make the standard free of charge, as well as to come up within 2 years with an additional methodology for measuring the full life-cycle emissions in transport services.

Negotiations with the Council on this future piece of legislation will only start after the June European elections.

Adopted in
TRAN/ENVI joint
Committee:
04/03/2024

Adopted in plenary:
10/04/2024

8. Multi-modal Transport

Own-initiative reports (INI)

Title	Reference
<p>The New EU Urban Mobility Framework</p> <p>In the framework of the efficient and green mobility package ('Winter Package'), this report fully supported the major objective of the Commission's initiative to increase the efficiency of urban mobility for citizens, goods and deliveries, while contributing to EU Green House Gas reduction targets. It highlighted the need for an EU common framework with measures and guidelines to strengthen and improve the quality of urban mobility systems across the Union. The EP underlined the need for integrated, multimodal solutions that prioritize active mobility, and shared and public transport, stressing the aspects of affordability and connectivity, including with rural and peri-urban areas and for all societal groups.</p> <p>With the COVID-19 pandemic and evolving users' demands met through new forms of micro-mobility offers such as bikes, electric scooters, e-bikes, the report invited the Commission to work in close collaboration with the Member States to establish common road safety guidelines and recommendations for micro-mobility including for instance speed limits, helmet requirements, or trainings.</p> <p>The resolution also highlighted the importance of promoting and implementing sustainable urban mobility plannings (SUMP), in order to encourage local authorities to develop incentives for citizens and businesses to encourage the uptake of zero and low-carbon vehicles and transport modes, as well as to guarantee barrier-free accessibility to urban transport services.</p> <p>MEPs also underlined that better integrating urban nodes into the TEN-T network was crucial, namely through better equipped multimodal hubs that effectively connect various services such as rail, metro, bus, tram, shared mobility and bikes while proposing accessible public parking and recharging and refuelling points. The EP accordingly considered that for multimodal freight transport, it was important to develop logistic platforms in urban areas connected to railways and inland waterways.</p> <p>The resolution also encouraged the Commission to propose a package of minimum standards regarding the accessibility, safety and security for transport users and mainly for users with special</p>	<p>2022/2023(INI)</p> <p>Rapporteur: Andrey NOVAKOV (EPP)</p>  <p>Adopted in TRAN: 21/03/2023</p> <p>Adopted in plenary: 09/05/2023</p>

needs such as elderly persons, people accompanying children, people with disabilities and reduced mobility.	
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Resolutions (RSP)

Title	Reference
<p>Resolution on developing an EU cycling strategy</p> <p>The resolution noted that cycling has increased as a response to the COVID-19 pandemic and the rising price of fossil fuels since Russia’s illegal war of aggression against Ukraine. As such, Parliament considered that cycling should be recognised as a fully-fledged mode of transport and asked the Commission to develop a dedicated European cycling strategy with the aim of doubling the number of kilometres cycled in Europe by 2030.</p> <p>The adopted text argued that the lack of secured parking and dedicated bike lanes, but also insufficient measures to prevent theft were some of the obstacles preventing the growth of cycling in cities. It encouraged EU governments and local authorities to invest significantly more money in the construction of segregated cycling infrastructure and reduce VAT rates for the supply, rental and repair of bikes and e-bikes.</p> <p>Following Parliament’s resolution, the Commission drafted a proposal for a European Declaration on Cycling, to be signed by the European Parliament, the Council and the Commission. TRAN was mandated to negotiate the text of this declaration. In April 2024, after a successful conclusion of the negotiations, the European Declaration on Cycling was officially signed.</p> <p>The declaration establishes a set of principles aiming to help unleash the full potential of cycling in the EU, such as the institutional commitment to revise and to strengthen the cycling policies, to improve data collection on cycling, as well as attempts to encourage inclusive, affordable and healthy mobility, create more and better cycling infrastructure, improve road safety, multimodality and cycling tourism, foster investments and to support high quality jobs in the cycling industry.</p>	<p>2022/2909(RSP)</p> <p>Rapporteur: Karima DELLI (Greens/EFA)</p>  <p>Adopted in TRAN: 31/01/2023</p> <p>Adopted in plenary: 16/02/2023</p>

9. Tourism

EU tourism policy constitutes an important part of TRAN's work. The Committee considers that it is essential for the EU to present a coherent and integrated strategy for tourism, including clear and ambitious goals, in full compliance with the principle of subsidiarity, ensuring that the EU focuses on supporting, coordinating and/or supplementing the actions of Member States.

Tourism Task Force

Within TRAN, a dedicated Tourism Task Force (TTF) has been set up, which comprised of 19 TRAN Members, representing all the political groups and focusing their efforts on EU tourism policy. A Steering Group, consisting of three Members (Claudia Monteiro De Aguiar (EPP), István Ujhelyi (S&D) and José Ramón Bauzá Díaz (Renew)) led the TTF during the 2019–2024 legislature. The Steering Group worked on raising the visibility of the TTF, organised various media activities with the EP's communication services and was in constant contact with the other EU Institutions and stakeholders in order to highlight and address the most pressing issues and important trends related to the EU tourism sector.

The TTF set out the following key tasks for its work:

- Close cooperation between all the involved actors (EU Institutions, authorities at the international, national, regional and local level as well as the sector stakeholders) to address cross-cutting tourism-related issues;
- Better integration of tourism into various EU policies, ensuring proper coordination with all concerned policies;
- Adequate EU budgetary resources for tourism, including a separate budget line for sustainable tourism;
- Investment in innovation, new skills and professional development as well as quality of tourist services as vital factors for enhanced competitiveness of tourism enterprises;
- Encouraging long-term tourism policies that can effectively address rapid digitalization and the design of tools necessary to implement and enforce such policies;
- Attention to the importance of micro-, small and medium-sized enterprises (SMEs) within this sector, which – being contributors to innovation and stability as well as being guarantors of quality – need continued support.

One of the areas where the EU action has demonstrated clear benefits for tourism within the limits of the EU competence, was the extended EU support in response to the consequences of the COVID-19 pandemic, as the pandemic and post-pandemic situation severely hit the sector, which was already facing a variety of challenges. The efforts of TRAN included the adoption of a resolution, which called for the creation of an EU strategy for sustainable tourism, particularly in view of the considerable impacts of the pandemic on the tourism ecosystem, the urgent need to re-establish a more resilient tourism ecosystem and the long-term objectives of the digital and green transitions.

Furthermore, the TTF Members were actively involved in shaping EU legislation on tourism-related areas, such as the legislative package on passenger rights or the Regulation on data collection and sharing relating to short-term accommodation rental

services. They were also very much involved in the agenda-setting for the future tourism policy, including through the Agenda 2030/2050 for Tourism and the European Tourism Convention in the autumn of 2020.

TTF organised a range of discussions within the framework of TRAN meetings:

Regular Task Force Meetings	Date
Exchange of views with Mr Pololikashvili, Secretary-General of the World Tourism Organization (UNWTO).	19 February 2020
Exchange of views with Mr Breton, Commissioner in charge of tourism. It focused on the <i>consequences of the virus outbreak on the tourism sector and on the possible ways towards a coordinated recovery.</i>	21 April 2020
Exchange of views with Ms Valean, Commissioner in charge of transport, on <i>The situation in the tourism and travel sector.</i>	28 April 2020
Exchange of views with Ms Jorna, the newly appointed Director General of DG GROW, focused on <i>tourism funding in the revised MFF and the Recovery Instrument.</i>	14 July 2020
Exchange of views with key tourism stakeholders on the <i>situation of the European tourism sector following the Covid-19 crisis.</i>	23 September 2020
Public Hearing <i>Future-proofing the tourism sector: challenges and opportunities ahead.</i>	30 November 2020
Exchange of views with Ms Jorna, Director General of DG GROW, on <i>the situation facing the tourism sector ahead of this year's summer season.</i> This exchange focused on the developments around implementation of the Digital Green Certificate, to enable safe resumption of travel, as presented by the Commission on 17 March 2021.	14 April 2021
Exchange of views with Mr Breton, Commissioner in charge of tourism. <i>Presentation of the updated industrial strategy with tourism as one of the 14 industry ecosystems.</i>	25 May 2021
Exchange of views with the stakeholders on the <i>state of play in the EU tourism sector with a special focus on micro- and small tourism operators: taking stock of how SMEs are dealing with the crisis in the middle of the summer tourism season 2021.</i>	12 July 2021
TTF meeting with the stakeholders on <i>how to improve skill-sets across the tourism industry.</i>	2 September 2021
Exchange of views on <i>promoting gender equality in the travel and tourism sector</i> as a TRAN contribution to the EP Gender Mainstreaming Week.	27 October 2021
Exchange of views with the experts on <i>available EU funding for the tourism sector</i> within the Multiannual Financial Framework 2021-2027 & Next Generation EU.	2 December 2021
Exchange of views with Mr Breton, Commissioner in charge of tourism, on the <i>Transition pathway for tourism</i> , with the aim to present the state of play of the green and digital transition in the	14 March 2022

tourism ecosystem, making the sector more resilient (<i>Agenda 2030/2050</i>).	
Exchange of views on <i>connectivity as a focal point for the tourism sector</i> , with the aim to analyse possible outcomes for the tourism sector stemming from the recent proposals, in order to make the transport sector more sustainable.	28 April 2022
Exchange of views on the <i>promotion of Destination Europe</i> , with the aim to assess the current state of play and the benefits of the joint promotion of the EU tourism in the third country markets as well as mobility patterns in tourism.	15 June 2022
Exchange of views on the <i>Framework of Environmental, Social and Governance (ESG) in travel and tourism sector with an aim to enlarging the place of tourism in this setting</i> .	12 July 2022
TTF Steering Group meeting with Mr Bartoš, Vice-Prime Minister for Digitisation and Minister for Regional Development of Czechia, in charge of tourism.	13 July 2022
Exchange of views on <i>Advancing on-water recreation and tourism</i> , with the aim to analyse the new trends in on-water recreation area in order to ensure European competitiveness in nautical tourism / boating industry.	26 September 2022
Exchange of views on <i>Added value of block chain and crypto currency in the tourism industry - Smart travel and Smart Cities: Use and potential of block chain and crypto currency in tourism</i> , with the aim to assess the potential of block chain and crypto currency in the tourism industry.	26 October 2022
Exchange of views with the Czech Presidency of the Council on the <i>EU Agenda for Tourism 2030</i> , with the aim to present the newly adopted Council Recommendations on the EU Tourism Agenda.	8 December 2022
Exchange of views with the stakeholders on the European Commission's initiative on <i>short-term rentals (STRs)</i> .	8 December 2022
Exchange of views with Mr Breton, the Commissioner in charge of tourism, on the <i>implementation of the EU Tourism Agenda 2030 and update on new developments in the tourism sector</i> .	25 April 2023
TTF meeting with the stakeholders and experts on <i>A competitive and sustainable tourism addressing the global energy crisis and emissions' reduction targets</i> .	27 June 2023
Exchange of views at the TRAN committee meeting with Mr Gómez, Minister of tourism of Spain.	19 September 2023
Exchange of views with the stakeholders on the <i>Package Travel Directive</i> .	25 October 2023
Exchange of views with Mr Gambs, Deputy Director-General, DG GROW, on the Commission Communication <i>Towards a Common European Tourism Data Space: boosting data sharing and innovation across the tourism ecosystem</i> . The exchange was linked, among other things, to the TRAN Pilot Action on Tourism Knowledge Hub, Tourism Data Space, Technical Support Instrument (TSI), the ongoing implementation of the tourism flagship initiatives and the	29 November 2023

state of play of the implementation of the tourism pathway and EU Tourism Agenda 2030.	
Presentation by the incoming Belgian Presidency of the priorities in the field of tourism.	23 January 2024
Presentation by the European Commission of the 2023 stock-taking report <i>Transition pathway for tourism</i> .	4 March 2024
Exchange of views with the Verkhovna Rada of Ukraine on <i>Post-war rebuilding of transport and tourism-related infrastructure in Ukraine</i> .	20 March 2024

Own-initiative reports (INI)

Title	Reference
<p>Establishing an EU Strategy for Sustainable Tourism</p> <p>This report proposed the establishment of an EU strategy for sustainable tourism, particularly in view of the significant impacts of the COVID-19 pandemic on the tourism ecosystem, the urgent need to re-establish a more resilient tourism ecosystem and in view of the long-term objectives of the digital and green transition and the new reality. It also called on the Commission to act on a wide range of issues, linking several of them to other EU policies.</p> <p>Four main directions were proposed for establishing a European strategy for sustainable tourism: (1) rebuilding the industry with pandemic response plans; (2) refocusing governance policy within the EU framework; (3) strengthening industry initiatives for sustainable, responsible and intelligent tourism; (4) planning for the future of the industry and the changes that will occur on the demand side that may require adaptation of supply.</p> <p>The EP proposed the following long-term objectives: a) the creation of a European Tourism Agency and a European Tourism Union aimed at ensuring the coherence of EU actions in favour of tourism; b) the implementation of the adopted preparatory action 'a European crisis management mechanism for tourism', with a view to being prepared for future crises to help tourist destinations establish crisis prevention plans, emergency measures and preparedness plans and actions; c) establishing a new model of governance between the EU institutions, strengthening the organisational, financial and human resources structure by creating a dedicated tourism Directorate, supported by adequate funding, with a view to adopting an integrated and effective approach to tourism, supporting the revival of tourism in European regions and helping businesses to implement the measures needed to achieve key objectives in the areas of sustainability and innovation, and to increase their competitiveness and attractiveness ; d) to present an action plan</p>	<p>2020/2038(INI)</p> <p>Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)</p>  <p>Adopted in Committee: 24/02/2021</p> <p>Adopted in plenary: 25/03/2021</p>

in 2021 and develop an EU strategy for sustainable and strategic tourism aligned with the Digital Agenda, the Green Deal and the UN Sustainable Development Goals, in order to maintain Europe's position as a leading destination

The report regretted the fact that the 2021-2027 MFF did not include a dedicated budget line for sustainable tourism, as repeatedly called for by the EP and in particular by TRAN.

Scrutiny and oversight activities of the Committee

The Treaties provide the European Parliament with various opportunities to exercise its powers of political oversight of the European Commission and its actions. The EP's application of these prerogatives increases the democratic legitimacy of the European Union, and the transparency and accountability of the European executive.

The European Parliament's prerogatives with regard to the European Commission are varied and wide-ranging. At their centre lie issues linked with the investiture of the European Commission, the right to present a motion of censure or the right to set up inquiry committees. These core prerogative functions also include Parliament's ability to pose questions to the Commission.

Beyond these core scrutiny powers, Parliament carries out its political responsibilities with regard to the budget and oversees the EU legislative process. Parliament also exercises a budgetary control, as it is *inter alia* the discharge authority not only for the European Commission, but also for other institutions (e.g. the Council) and EU agencies.

Hearing of Commissioners

Before the Commissioners-designate can take office, Parliament exercises its scrutiny power by holding hearings with the proposed candidates in order to ascertain whether their skills and their qualifications match the posts proposed to them. Parliament needs to approve the proposed members of the Commission as a body. Since 1995, the Commissioners-designate have been required to appear before an EP public hearing involving one or several parliamentary committees, and to respond to a written questionnaire.

Following each hearing, each of the committees involved meets in camera to prepare its evaluation of the candidate's expertise and performance.

The TRAN Committee organised the hearing of the Commissioner-designated for Transport, Adina Valean on 14 November 2019 and, as an associated committee, took part in the hearing of the Commissioner-designated for the Internal Market, Thierry Breton, concerning his competencies on tourism policy.

Due to the horizontal role of the Vice Presidents of the Commission, TRAN committee also provided an opinion on the hearing of Commissioner-designate Mr Timmermans, as Executive Vice-President for the European Green Deal.

In September 2023, with the resignation of Mr Timmermans, TRAN was associated to the hearing of Executive Vice-President Mr Šefcovic (Green Deal).

In all these hearings, TRAN, while expressing specific remarks, supported the appointment of the designated commissioners.

Structured dialogue with Commissioners

In the 9th legislative term TRAN regularly invited the Commissioner on Transport, Ms Valean and the Commissioner for Internal Market, Mr Breton to present their activities.

In particular, Ms Valean presented annually the implementation of the Commission Work programme in the area of transport, while Mr Breton presented key orientation documents in the field of tourism policy. Additional meetings were held with the Transport Commissioner in order to present new proposals or future priorities.

Delegated and implementing acts

Under Article 290 of the Treaty on the Functioning of the European Union (TFEU), co-legislators may decide to delegate part of their powers to the Commission. Delegated acts (DAs) amend or supplement non-essential elements of the basic act and define the objectives, content, scope and duration of the delegation of power. The co-legislators control how the powers they have delegated to the Commission are exercised. DAs can only enter into force if the two co-legislators have expressed no objection within the established scrutiny period (usually 2+2 months). This entails that Parliament, as a co-legislator, has a 'veto' right over DAs.

In addition, implementing powers can be conferred on the Commission, by implementing acts order to provide uniform conditions for the implementation by Member States (Article 291 TFEU). Parliament has no veto rights, but only limited control powers over implementing acts (IAs) adopted by the Commission. It may express its objection to certain IAs, however the Commission is not bound by that opinion and the act enters into force nevertheless.

Information about DAs/IAs transmitted by the Commission to the Parliament are sent weekly to Committee Members via a Comitology Newsletter prepared by the TRAN Secretariat. The newsletter include links to the draft or final acts, as well as a brief description of content together with a deadline set by the Chair before which Members may raise objections to DAs (for IAs where EP has no veto power no such deadline is set). Information regarding expert meetings for the preparation of DAs or for the implementation of legislation, as well as information about comitology committee meetings, is also included in the newsletter.

Finally, within the framework of a specific procedure, TRAN Members scrutinised twice a year the implementing measures establishing the Safety list of air carriers. The meetings took place *in camera*.

During this legislative term, TRAN invited the Commission to provide in-depth information concerning the following acts/measures:

Topic	Type of act/measure	TRAN Committee meeting
State of play of EASA Regulation and delegated act on drones	DA	17 March 2020
Delegated act on Slot waiver extension	DA	29 October 2020
Delegated Act on Slot Relief - temporary extension of exceptional measures	DA	1 September 2021
Delegated act on EU standards for safe and secure truck parking areas	DA	2 December 2021
Delegated Acts in Regulation 2020/1056 on Electronic freight transport	DA	1 March 2023
Revision of the Delegated Regulation 2017/1926 on multimodal travel information services (MMITS)	DA	26 June 2023

Agencies

The TRAN Committee is responsible for the European agencies listed below.

TRAN provides an opinion on the budgetary discharge for these agencies and monitors their activities with regular exchange of views with the Agencies' Executive Directors and with ad hoc missions.

European Maritime Safety Agency (EMSA)

EMSA works on maritime safety, security, climate, environment and single market issues and tasks, first as a service provider to Member States and the Commission, but also as a partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally.

European Union Agency for Railways (ERA)

The objective of the agency is to contribute to the further development and effective functioning of a Single European Railway Area without frontiers, by guaranteeing a high level of railway safety and interoperability, while improving the competitive position of the railway sector. The agency acts as the European Authority under the 4th Railway Package issuing vehicle (type) authorisations, single safety certificates and European Rail Traffic Management System (ERTMS) trackside pre-approvals.

European Union Aviation Safety Agency (EASA)

The objectives of EASA are to ensure the highest common level of safety protection for EU citizens and of environmental protection. EASA provides a single regulatory and certification process for Member States and facilitates the functioning of the internal aviation single market by creating a level playing field.

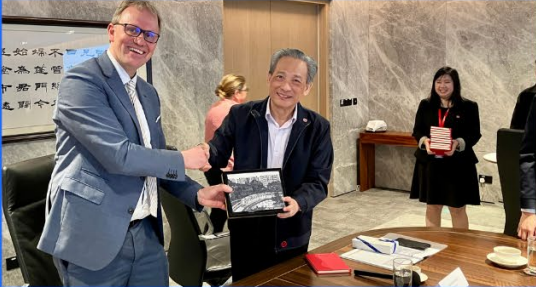
EASA works with other international aviation organisations and regulators.

Fact finding and outreach activities

Missions

Title	Date
Mission to Balearic Islands (Spain)	26-28 February 2020
Mission to the 103rd Maritime Safety Committee (MSC) of the International Maritime Organization (IMO)*	5-14 May 2021
Mission to the 104th Maritime Safety Committee (MSC) of the International Maritime Organization (IMO)*	4-8 October 2021
Mission to the 77th session of the Marine Environment Protection Committee (MEPC77) of the International Maritime Organization (IMO)*	22-26 November 2021
Mission to Madeira (Portugal)	11-13 April 2022
Mission to Romania	23-25 May 2022
Mission to the 78th session of the Marine Environment Protection Committee (MEPC78) of the International Maritime Organization (IMO) *	6-10 June 2022
Mission to Hauts-de-France region (Calais, Dunkerque and Lille - France)	18-20 July 2022
Mission to Washington DC (United States of America)	19-23 September 2022
Mission to Singapore	1-3 November 2022
Mission to Brenner (Germany / Austria / Italy)	2-4 November 2022
Mission to the 106th Maritime Safety Committee (MSC) of the International Maritime Organization (IMO)*	2-11 November 2022
Mission to the 79th MEPC (Marine Environment Protection committee)*	12-16 December 2022
Visit to the European Maritime Safety Agency (EMSA) Lisbon (Portugal)	23-24 February 2023
Mission to Genoa & Florence (Italy)	3-5 April 2023
Mission to Jakarta (Indonesia)	15-17 May 2023
Mission to Naples & Ischia (Italy)	24-26 July 2023
Mission to Japan	30 October - 2 November 2023
Mission to the European Agency for Railways (ERA) Valenciennes (France)	27 November 2023

* *missions with remote participation*



Public hearings

Title	Date
Future low-cost air travel	3 December 2019
The role of public transport in low-density areas of the European Union	19 February 2020
Future-proofing the Tourism Sector: Challenges and Opportunities Ahead	30 November 2020
Boosting the use of alternative fuels in the transport sector	14 April 2021
How to improve air passenger rights during the COVID-19 crisis? (jointly with PETI)	14 July 2021
AI and transport (jointly with AIDA)	11 October 2021
The impact of the Belt and Road initiative (BRI) on Modal Shift and European Economic Exchanges	27 October 2021
Naiades III – Strategic Tools for Sustainable Inland Waterways Transport within the EU	1 December 2021
Making the TEN-T fit for European mobility in 2030 and beyond	15 March 2022
Delivering multimodal ticketing for smarter travel	15 June 2022
Preventing Transport Poverty and Increasing Fairness in Mobility	27 October 2022
Safe and Efficient Development of a Drone Ecosystem in the EU	29 November 2022
Future green and digital transport in a time of energy-related challenges	21 March 2023
Future challenges for the rail infrastructure: Single European Track Access charges and investments needed towards decarbonisation	24 April 2023
Aviation sector in the aftermath of COVID-19 and increasing the safety of passengers in air transport in order to respect their rights and the reduced schedule of air traffic	25 October 2023
The Future Development of Electric and Fuel Cell Trucks	29 November 2023
How to boost public transport and deal with the challenges faced by the sector	14 February 2024

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Brussels
30 November 2020 – 13:50-15:45

with REMOTE participation of TRAN Members and invited speakers

Future-proofing the Tourism Sector: Challenges and Opportunities Ahead

Chairwoman: **KARIMA DELLI**

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Tuesday 03.12.2019 – 14:30-16:45
PAUL-HENRI SPAAK BUILDING – ROOM 3C050

The future of low-cost air travel in Europe

CHAIRWOMAN: **Karima DELLI**

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Tuesday 21.03.2023 – 15:30-17:30
JOZSEF ANTALL BUILDING – ROOM 6Q2

FUTURE GREEN AND DIGITAL TRANSPORT IN A TIME OF ENERGY-RELATED CHALLENGES

Chair: Ms Karima Delli

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
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**

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Tuesday 15.03.2022 – 13:45-15:45
ANTALL BUILDING – ROOM 4Q2
(with remote participation of invited speakers)

Making the TEN-T fit for European mobility in 2030 and beyond

Chair: Karima Delli

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Wednesday 14.02.2024 – 14:30-16:00
ANTALL BUILDING – ROOM 6Q2

HOW TO BOOST PUBLIC TRANSPORT AND DEAL WITH THE CHALLENGES FACED BY THE SECTOR

Chair: Karima Delli

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Tuesday 27.10.2021 – 09:00-11:00
PAUL-HENRI SPAAK BUILDING, ROOM 1A2 & REMOTE CONNECTION
BRUSSELS

IMPACT OF THE BELT AND ROAD INITIATIVE (BRI) ON MODAL SHIFT AND EUROPEAN ECONOMIC EXCHANGES

Chairwoman: **Karima DELLI**

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Tuesday 29.11.2022 – 10:30-12:30
JOZSEF ANTALL BUILDING – ROOM 4Q1

SAFE AND EFFICIENT DEVELOPMENT OF A DRONE ECOSYSTEM IN THE EU

Chair: **Karima Delli**

PUBLIC HEARING
COMMITTEE ON TRANSPORT AND TOURISM
Monday 24.04.2023 – 15:00-17:00
PAUL-HENRI SPAAK BUILDING – ROOM 03C050

FUTURE CHALLENGES FOR THE RAIL INFRASTRUCTURE: TRACK ACCESS CHARGES AND INVESTMENTS

Chaired by Karima Delli

Policy Department studies and workshops

The Policy Department on Structural and Cohesion Policies provided valuable expertise at the request of the TRAN Committee.

Studies

Title	Date
EU funding of transport projects	July 2019
European tourism: recent developments and future challenges	October 2019
Postal services in the EU	November 2019
The impact of emerging technologies on the transport system	November 2020
Sustainable and smart urban transport	December 2020
Transport infrastructure in low-density and depopulating areas	February 2021
Relaunching transport and tourism in the EU after COVID-19 – Part I: Overview	February 2021
Relaunching transport and tourism in the EU after COVID-19 – Part II: Transport workers	May 2021
Relaunching transport and tourism in the EU after COVID-19 – Part III: Aviation sector	July 2021
The aviation and maritime sectors and the EU ETS: challenges and impacts	October 2021
Alternative fuels infrastructure for heavy-duty vehicles	November 2021
Relaunching transport and tourism in the EU after COVID-19 – Part IV – Tourism sector	November 2021
Relaunching transport and tourism in the EU after COVID-19 – Part V: Freight transport	January 2022
Relaunching transport and tourism in the EU after COVID-19 – Part VI: Public transport	February 2022
Pricing instruments on transport emissions	May 2022
The future of transport in the context of the Recovery Plan	July 2022
Investment scenario and roadmap for achieving aviation Green Deal objectives by 2050	September 2022
Environmental challenges through the life cycle of battery electric vehicles	March 2023
Assessment of the potential of sustainable fuels in transport	March 2023

Unmanned Aircraft Systems integration into European airspace and operation over populated areas	May 2023
Perspectives for the rolling stock supply in the EU	July 2023
Chinese Investments in European Maritime Infrastructure	September 2023
Chinese Investments in European Non - Maritime Infrastructure	December 2023
Trends, challenges and opportunities in the EU transport labour market	February 2024

Workshops

Title	Date
The use of hydrogen fuel in transport	16 March 2021
The aviation and maritime sectors and the EU-ETS system: perspectives and challenges	17 June 2021
Aviation, maritime and rail transport in a multimodal EU transport system: comparative advantages between modes and efficiency gains of integration	16 May 2022
Combined transport's role in the decarbonisation of transport	25 October 2023
New skills for the green and digital transformation in transport	23 January 2024
The suitability of existing post and parcel delivery legislation	14 February 2024

Ongoing procedures, consent, budget and opinions

Ongoing procedures

A number of proposals are still ongoing and have not been adopted in TRAN yet. Work on these files will continue in the next legislature.

Title	Reference
2021/0387(COD)	Measures against transport operators that facilitate or engage in trafficking in persons or smuggling of migrants in relation to illegal entry into the territory of the European Union
2023/0134(COD)	CO2 emission class of heavy-duty vehicles with trailers
2023/0396(COD)	Combined transport: support framework for intermodal transport of goods; calculation of external costs savings and generation of aggregated data
2023/0436(COD)	Passenger rights in the context of multimodal journeys
2023/0437(COD)	Transport: enforcement of passenger rights in the Union
2023/0448(COD)	Protection of animals during transport and related operations (joint Committee together with AGRI)
2024/0011(COD)	Inland waterway transport: River Traffic Information Services (RIS)
2023/0284(COD)	Opinion to ENVI Circularity requirements for vehicle design and management of end-of-life vehicles
2023/0435(COD)	Opinion to IMCO Package travel and linked travel arrangements: make the protection of travellers more effective and simplify and clarify certain aspects
2024/0017(COD)	Opinion to INTA Screening of foreign investments in the Union

Consent procedures

The consent of the TRAN Committee was required for a number of international agreements in the areas of aviation, international carriage of passengers by buses, and on facilitating road freight transport with Ukraine and Moldova through 'Solidarity Lanes' in reaction to the Russian war of aggression against Ukraine.

Title	Reference
EC/Morocco Euro-Mediterranean aviation agreement, protocol following the accession of Bulgaria and Romania Adopted in Committee on 21/01/2020 and in plenary on 17/06/2020	2007/0181(NLE) Rapporteur: Sven SCHULZE (EPP)

<p>EU/Jordan agreement: Euro-Mediterranean Aviation Agreement</p> <p>Adopted in Committee on 21/04/2020 and in plenary on 17/06/2020</p>	<p>2010/0180(NLE)</p> <p>Rapporteur: Andris AMERIKS (S&D)</p>
<p>EU/Georgia Agreement: common aviation area</p> <p>Adopted in Committee on 21/04/2020 and in plenary on 17/06/2020</p>	<p>2010/0186(NLE)</p> <p>Rapporteur: Andris AMERIKS (S&D)</p>
<p>EU/Moldova Common Aviation Area Agreement</p> <p>Adopted in Committee on 21/04/2020 and in plenary on 17/06/2020</p>	<p>2012/0006(NLE)</p> <p>Rapporteur: Roberts ZĪLE (ECR)</p>
<p>EU/Israel Euro-Mediterranean Aviation Agreement</p> <p>Adopted in Committee on 21/04/2020 and in plenary on 17/06/2020</p>	<p>2012/0324(NLE)</p> <p>Rapporteur: Andor DELI (EPP)</p>
<p>EU/Moldova Common Aviation Area Agreement: accession of Croatia to the EU. Protocol</p> <p>Adopted in Committee on 21/04/2020 and in plenary on 17/06/2020</p>	<p>2015/0035(NLE)</p> <p>Rapporteur: Roberts ZĪLE (ECR)</p>
<p>EU/China Agreement: air services</p> <p>Adopted in Committee on 03/12/2019 and in plenary on 05/01/2020</p>	<p>2018/0147(NLE)</p> <p>Rapporteur: Tomasz Piotr POREBA (ECR)</p>
<p>EU/China Agreement: civil aviation safety</p> <p>Adopted in Committee on 21/04/2020 and in plenary on 17/06/2020</p>	<p>2018/0155(NLE)</p> <p>Rapporteur: Tomasz Piotr POREBA (ECR)</p>
<p>EU/Korea Agreement: air services</p> <p>Adopted in Committee on 12/07/2021 and in plenary on 16/09/2021</p>	<p>2019/0044(NLE)</p> <p>Rapporteur: Dominique RIQUET (RENEW)</p>
<p>EU/USA, Iceland and Norway Agreement: Time Limitations on Arrangements for the Provision of Aircraft with Crew</p> <p>Adopted in Committee on 15/04/2021 and in plenary on 18/05/2021</p>	<p>2019/0126(NLE)</p> <p>Rapporteur: Maria GRAPINI (S&D)</p>
<p>EU/Japan Agreement: civil aviation safety</p> <p>Adopted in Committee on 01/12/2020 and in plenary on 15/12/2020</p>	<p>2019/0275(NLE)</p> <p>Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)</p>
<p>Agreement on the international occasional carriage of passengers by coach and bus (Interbus Agreement): international regular and special regular carriage of passengers by coach and bus. Protocol</p> <p>Adopted in Committee on 25/05/2021 and in plenary on 06/07/2021</p>	<p>2020/0258(NLE)</p> <p>Rapporteur: Maria GRAPINI (S&D)</p>

EU/Ukraine Agreement on the carriage of freight by road Adopted in Committee on 26/10/2022 and in plenary on 10/11/2022	2022/0200(NLE) Rapporteur: Marian-Jean MARINESCU (EPP)
EU/Moldova Agreement on the carriage of freight by road Adopted in Committee on 26/10/2022 and in plenary on 10/11/2022	2022/0201(NLE) Rapporteur: Marian-Jean MARINESCU (EPP)
EU/Japan Agreement: air services Adopted in Committee on 27/06/2023 and in plenary on 11/07/2023	2022/0419(NLE) Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)

Legislative and non-legislative opinions

Over the 2019–2024 term, the TRAN Committee contributed with opinions to the work of other parliamentary committees on legislative and non-legislative files. Members sought to ensure that specific transport or tourism issues were taken into account in policy areas that fell under the remit of other committees, such as climate and environment, energy, digitalisation, internal market, cohesion, competition or social policies as well as international trade agreements.

The TRAN Committee paid particular attention to the annual and multi-annual budgetary cycles, seeking to influence the allocation of EU funds and closely scrutinizing the Union’s agencies falling under its responsibility. It also exercised financial control through opinions as part of the annual discharge procedure.

Title	Reference
Opinion to ENVI Carbon dioxide emissions from maritime transport: global data collection system for ship fuel oil consumption data	2019/0017(COD) Rapporteur: Magdalena ADAMOWICZ (EPP)
Opinion to ENVI Real Driving Emissions (RDE)	2019/0101(COD) Rapporteur: Sven SCHULZE (EPP)
Opinion to REGI Just Transition Fund	2020/0006(COD) Rapporteur: Dominique RIQUET (Renew)
Opinion to ENVI European Climate Law	2020/0036(COD) Rapporteur: Tilly METZ (Greens/EFA)
Opinion to BUDG & ECON Recovery and Resilience Facility	2020/0104(COD) Rapporteur: Roberts ZĪLE (ECR)

Opinion to BUDG & ECON InvestEU Programme	2020/0108(COD) Rapporteur: Tom BERENDSEN (EPP)
Opinion to ENVI Union environment action programme (2021–2030)	2020/0300(COD) Rapporteur: Rovana PLUMB (S&D)
Opinion to ENVI Batteries and waste batteries	2020/0353(COD) Rapporteur: Ismail ERTUG (S&D)
Opinion to ITRE A high common level of cybersecurity	2020/0359(COD) Rapporteur: Jakop G. DALUNDE (Greens/EFA)
Opinion to ITRE Trans-European energy infrastructure	2020/0360(COD) Rapporteur: Paolo BORCHIA (ID)
Opinion to IMCO Digital Services Act	2020/0361(COD) Rapporteur: Roman HAIDER (ID)
Opinion to LIBE Resilience of critical entities	2020/0365(COD) Rapporteur: Angel DZHAMBAZKI (ECR)
Opinion to IMCO Digital Markets Act	2020/0374(COD) Rapporteur: Markus FERBER (EPP)
Opinion to IMCO & LIBE Artificial Intelligence Act	2021/0106(COD) Rapporteur: Josianne CUTAJAR (S&D)
Opinion to ENVI CO2 emission standards for cars and vans	2021/0197(COD) Rapporteur: Karima DELLI (Greens/EFA)
Opinion to ENVI Binding annual greenhouse gas emission reductions by Member States (Effort Sharing Regulation)	2021/0200(COD) Rapporteur: Angel DZHAMBAZKI (ECR)
Opinion to ENVI Land use, land use change and forestry (LULUCF)	2021/0201(COD) Rapporteur: Andris AMERIKS (S&D)
Opinion to ITRE Energy Efficiency Directive	2021/0203(COD) Rapporteur: Tom BERENDSEN (EPP)
Opinion to ENVI Notification under the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)	2021/0204(COD) Rapporteur: Roberts ZĪLE (ECR)

Opinion to EMPL & ENVI Establishing a Social Climate Fund	2021/0206(COD) Rapporteur: Leila CHAIBI (The Left)
Opinion ENVI Revision of the EU Emissions Trading System for aviation	2021/0207(COD) Rapporteur: Jan-Christoph OETJEN (Renew)
Opinion to ENVI Revision of the EU Emissions Trading System	2021/0211(COD) Rapporteur: Andrey NOVAKOV (EPP)
Opinion to ECON Energy Taxation Directive	2021/0213(CNS) Rapporteur: Maria GRAPINI (ID)
Opinion to ITRE Renewable Energy Directive	2021/0218(COD) Rapporteur: Barbara THALER (EPP)
Opinion to EMPL Improving working conditions of persons working through digital labour platforms	2021/0414(COD) Rapporteur: Karima DELLI (Greens/EFA)
Opinion to EMPL EU Digital COVID Certificate - third-country nationals	2022/0030(COD) Rapporteur: José Ramón BAUZÁ DÍAZ (Renew)
Opinion to LIBE EU Digital COVID Certificate - Union citizens	2022/0031(COD) Rapporteur: José Ramón BAUZÁ DÍAZ (Renew)
Opinion to INTA, AFET & AFCE Union's rights in enforcing and implementing the UK Withdrawal Agreement and the EU-UK Trade and Cooperation Agreement	2022/0068(COD) Rapporteur: Petar VITANOV (S&D)
Opinion to ENVI Ambient air quality and cleaner air for Europe (recast)	2022/0347(COD) Rapporteur: Vera TAX (S&D)
Opinion to IMCO Data collection and sharing relating to short-term accommodation rental services	2022/0358(COD) Rapporteur: Josianne CUTAJAR (S&D)
Opinion to ENVI Type-approval of motor vehicles and engines with respect to their emissions and battery durability (Euro 7)	2022/0365(COD) Rapporteur: Marian-Jean MARINESCU (EPP)

Opinion to LIBE Collection and transfer of advance passenger information for enhancing and facilitating external border controls	2022/0424(COD) Rapporteur: Jan-Christoph OETJEN (Renew)
Opinion to LIBE Collection and transfer of advance passenger information for the prevention, detection, investigation and prosecution of terrorist offences and serious crime	2022/0425(COD) Rapporteur: Jan-Christoph OETJEN (Renew)
Opinion to ENVI Strengthening the CO2 emission performance targets for new heavy-duty vehicles	2023/0042(COD) Rapporteur: Andris AMERIKS (S&D)
Opinion to ITRE Framework of measures for strengthening Europe's net-zero technology products manufacturing ecosystem (Net Zero Industry Act)	2023/0081(COD) Rapporteur: Anna DEPNAY-GRUNENBERG (Greens/EFA)
Opinion to ITRE Measures to strengthen solidarity and capacities in the Union to detect, prepare for and respond to cybersecurity threats and incidents	2023/0109(COD) Rapporteur: Gheorghe FALCĂ (EPP)
Opinion to BUDG Multiannual financial framework for the years 2021 to 2027	2023/0201(APP) Rapporteur: Karima DELLI (Greens/EFA)
Opinion to EMPL Establishing the European Disability Card and the European Parking Card for persons with disabilities	2023/0311(COD) Rapporteur: Erik BERGKVIST (S&D)
Opinion to IMCO Amending ADR Directive and certain other consumer protection directives	2023/0376(COD) Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)
Opinion to JURI Artificial intelligence: questions of interpretation and application of international law in so far as the EU is affected in the areas of civil and military uses and of state authority outside the scope of criminal justice	2020/2013(INI) Rapporteur: Ondřej KOVAŘÍK (Renew)
Opinion to JURI Civil liability regime for artificial intelligence	2020/2014(INL) Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)
Opinion to JURI Intellectual property rights for the development of artificial intelligence technologies	2020/2015(INI) Rapporteur: Andor DELI (NA)

Opinion to IMCO Digital Services Act: Improving the functioning of the Single Market	2020/2018(INL) Rapporteur: Josianne CUTAJAR (S&D)
Opinion to AFET & INTA Recommendations on the negotiations for a new partnership with the United Kingdom of Great Britain and Northern Ireland	2020/2023(INI) Rapporteur: Johan DANIELSSON (S&D)
Opinion to BUDG & ECON Sustainable Europe Investment Plan - How to finance the Green Deal	2020/2058(INI) Rapporteur: Caroline NAGTEGAAL (Renew)
Opinion to ENVI Shortage of medicines - how to address an emerging problem	2020/2071(INI) Rapporteur: Marco CAMPOMENOSI (ID)
Opinion to REGI Cohesion Policy and regional environment strategies in the fight against climate change	2020/2074(INI) Rapporteur: Gheorghe FALCĂ (EPP)
Opinion to ENVI New Circular Economy Action Plan	2020/2077(INI) Rapporteur: Jutta PAULUS (Greens/EFA)
Opinion to ENVI Implementation of the Ambient Air quality directives	2020/2091(INI) Rapporteur: Carlo FIDANZA (ECR)
Opinion to AFET Connectivity and EU-Asia relations	2020/2115(INI) Rapporteur: Angel DZHAMBAZKI (ECR)
Opinion to IMCO Shaping the digital future of Europe	2020/2216(INI) Rapporteur: Kosma ŻŁOTOWSKI (ECR)
Opinion to ITRE A European strategy for data	2020/2217(INI) Rapporteur: Roman HAIDER (ID)
Opinion to ITRE A European Strategy for Energy System Integration	2020/2241(INI) Rapporteur: Elena KOUNTOURA (The Left)
Opinion to ITRE A European Strategy for Hydrogen	2020/2242(INI) Rapporteur: Georg MAYER (ID)
Opinion to ITRE A European strategy for offshore renewable energy	2021/2012(INI) Rapporteur: Marian-Jean MARINESCU (EPP)

Opinion to REGI Challenges for urban areas in the post-COVID-19 era	2021/2075(INI) Rapporteur: Vlad GHEORGHE (Renew)
Opinion to ITRE Implementation of the Energy Performance of Buildings Directive'	2021/2077(INI) Rapporteur: Maria GRAPINI (S&D)
Opinion to PECH Toward a sustainable blue economy in the EU: the role of the fisheries and aquaculture sectors	2021/2188(INI) Rapporteur: Roman HAIDER (ID)
Opinion to ITRE Implementation of the Updated New Industrial Strategy for Europe: aligning spending to policy	2022/2008(INI) Rapporteur: Carlo FIDANZA (ECR)
Opinion to BUDG Upscaling the 2021-2027 MFF: a resilient EU budget fit for new challenges	2022/2046(INI) Rapporteur: Isabel GARCÍA MUÑOZ (S&D)
Opinion to REGI Assessment of the new communication of the European Commission on Outermost Regions	2022/2147(INI) Rapporteur: Beata MAZUREK (ECR)
Opinion to CONT Large transport infrastructure projects in the EU	2022/2021(INI) Rapporteur: Colm MARKEY (EPP)
Opinion to FEMM Ensuring European transportation works for women	2022/2140(INI) Rapporteur: Caroline NAGTEGAAL (Renew)

Opinions for non-legislative enactments

Title	Reference
Opinion to AFCO Opinion on the Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community	2018/0427(NLE) Rapporteur: Karima DELLI (Greens/EFA)
Opinion to AFET & INTA EU-UK Trade and Cooperation Agreement	2020/0382(NLE) Rapporteur: Johan DANIELSSON (S&D)
Opinion to ECON Application of Articles 93, 107 and 108 of the TFEU to certain categories of State aid in the rail, inland waterway and multimodal transport sector	2022/0209(NLE) Rapporteur: Karima DELLI (Greens/EFA)

Budget and discharge

Title	Reference
Opinion to BUDG 2020 general budget: all sections	2019/2028(BUD) Rapporteur: Daniel FREUND (Greens/EFA)
Opinion to CONT 2018 discharge: EU general budget, European Commission	2019/2055(DEC) Rapporteur: Cláudia MONTEIRO DE AGUIAR (EPP)
Opinions to CONT 2018 discharge: European Maritime Safety Agency (EMSA) 2018 discharge: European Aviation Safety Agency (EASA) 2018 discharge: European Union Agency for Railways (ERA) 2018 discharge: SESAR Joint Undertaking 2018 discharge: Shift2Rail Joint Undertaking 2018 discharge: Clean Sky 2 Joint Undertaking	2019/2076(DEC) 2019/2077(DEC) 2019/2081(DEC) 2019/2100(DEC) 2019/2105(DEC) 2019/2101(DEC) Rapporteur: Maria GRAPINI (S&D)
Opinion to BUDG Guidelines for the 2021 budget - Section III	2019/2213(BUD) Rapporteur: Marian-Jean MARINESCU (EPP)
Opinion to BUDG 2021 general budget: all sections	2020/1998(BUD) Rapporteur: Marian-Jean MARINESCU (EPP)
Opinion to CONT 2019 discharge: EU general budget, European Commission	2020/2140(DEC) Rapporteur: Elżbieta Katarzyna ŁUKACIJEWSKA (EPP)
Opinions to CONT 2019 discharge: European Maritime Safety Agency (EMSA) 2019 discharge: European Aviation Safety Agency (EASA) 2019 discharge: European Union Agency for Railways (ERA) 2019 discharge: SESAR Joint Undertaking 2019 discharge: Shift2Rail Joint Undertaking (Shift2Rail) 2019 discharge: Joint Undertaking - Aeronautics and Environment (Clean Sky)	2020/2160(DEC) 2020/2161(DEC) 2020/2165(DEC) 2020/2183(DEC) 2020/2188(DEC) 2020/2184(DEC) Rapporteur: Maria GRAPINI (S&D)

Opinion to BUDG Guidelines for the 2022 budget - Section III	2020/2265(BUI) Rapporteur: Isabel GARCÍA MUÑOZ (S&D)
Opinion to BUDG 2022 general budget: all sections	2021/0227(BUD) Rapporteur: Isabel GARCÍA MUÑOZ (S&D)
Opinion to CONT 2020 discharge: EU general budget, European Commission	2021/2106(DEC) Rapporteur: Andrey NOVAKOV (EPP)
Opinions to CONT 2020 discharge: European Maritime Safety Agency (EMSA) 2020 discharge: European Aviation Safety Agency (EASA) 2020 discharge: European Union Agency for Railways (ERA) 2020 discharge: SESAR Joint Undertaking 2020 discharge: Shift2Rail Joint Undertaking (Shift2Rail) 2020 discharge: Joint Undertaking - Aeronautics and Environment (Clean Sky)	2021/2134(DEC) 2021/2121(DEC) 2021/2136(DEC) 2021/2155(DEC) 2021/2156(DEC) 2020/2149(DEC) Rapporteur: Gheorghe FALCĂ (EPP)
Opinion to BUDG Guidelines for the 2023 budget - Section III	2021/2226(BUI) Rapporteur: Vlad GHEORGHE (Renew)
Opinion to BUDG 2023 general budget: all sections	2022/0212(BUD) Rapporteur: Vlad GHEORGHE (Renew)
Opinion to CONT 2021 discharge: EU general budget, European Commission	2022/2081(DEC) Rapporteur: Gheorghe FALCĂ (EPP)
Opinions to CONT 2021 discharge: European Maritime Safety Agency (EMSA) 2021 discharge: European Aviation Safety Agency (EASA) 2021 discharge: European Union Agency for Railways (ERA) 2021 discharge: Clean Aviation Joint Undertaking (CAJU) 2021 discharge: SESAR Joint Undertaking 2021 discharge: Europe's Rail Joint Undertaking (EU-Rail)	2022/2111(DEC) 2022/2097(DEC) 2022/2113(DEC) 2022/2126(DEC) 2022/2132(DEC) 2022/2133(DEC) Rapporteur: Gheorghe FALCĂ (EPP)
Opinion to BUDG Guidelines for the 2024 budget - Section III	2022/2184(BUI) Rapporteur: Ciarán CUFFE (Greens/EFA)
Opinion to BUDG 2024 general budget: all sections	2023/0264(BUD) Rapporteur: Ciarán CUFFE (Greens/EFA)

<p>Opinion to CONT 2022 discharge: EU general budget, European Commission</p>	<p>2023/2129(DEC) Rapporteur: Petar VITANOV (S&D)</p>
<p>Opinions to CONT 2021 discharge: European Maritime Safety Agency (EMSA) 2022 discharge: European Aviation Safety Agency (EASA) 2022 discharge: European Union Agency for Railways (ERA) 2022 discharge: Clean Aviation Joint Undertaking (CAJU) 2022 discharge: Europe's Rail Joint Undertaking (EU-Rail) 2022 discharge: Single European Sky ATM Research 3 Joint Undertaking (SESAR 3 JU)</p>	<p>2023/2158(DEC) 2023/2145(DEC) 2023/2160(DEC) 2023/2173(DEC) 2023/2176(DEC) 2023/2181(DEC) Rapporteur: Vlad GHEORGHE (Renew)</p>
<p>Opinion to BUDG Guidelines for the 2025 budget - Section III</p>	<p>2023/2220(BUI) Rapporteur: Gheorghe FALCĂ (EPP)</p>

Annex

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Relevant websites

TRAN website

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

Legislative Observatory

<http://www.europarl.europa.eu/oeil/home/home.do>

Presentations from the public hearings

<https://www.europarl.europa.eu/committees/en/tran/events/events-hearings>

EPRS - European Parliamentary Research Service

<http://www.eprs.sso.ep.parl.union.eu/eprs/auth/en/1161.html>

Think Tank

<http://www.europarl.europa.eu/thinktank/en/home.html>

Studies

<https://research4committees.blog/category/tran/tran-publications/>

European Commission, DG MOVE

https://transport.ec.europa.eu/index_en

European Commission, DG GROW

https://single-market-economy.ec.europa.eu/index_en

Council of the European Union

<https://www.consilium.europa.eu/en/policies/?filters=1646>



TRAN Committee Members and staff of political groups and secretariat (April 2024)

