



TRANSPORT AND TOURISM

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19-20 January 2015



*Philip Bradbourn
(1951-2014)*



At the start of the meeting, the Chair led a moment's silence in memory of Philip Bradbourn, who had been an active Member of the Committee since being elected in 1999.

ANNOUNCEMENT OF COUNCIL'S POSITION

Weights and dimensions - approval of agreement

Rapporteur: Jörg Leichtfried (S&D; AT)
Ordinary legislative procedure, first reading

The Council position of 16 October 2014 on weights and dimensions in road traffic was announced in Committee. Parliament and Council reached a preliminary agreement on the proposal at a trilogue on 10 December 2014. The agreed text will be presented in Committee as an amendment to the Council's position on 29 January 2014.

PRESENTATION OF DRAFT OPINION

Discharge 2013: European Commission and Agencies

Rapporteurs: Georgi Pirinski (S&D; BG)
Dominique Riquet (ALDE; FR)
Discharge procedure, opinions to CONT

Mr Pirinski emphasised that appropriations for Mobility and Transport Policy in 2013 had been used at a high rate. However, he regretted that more than €1.6 billion had not yet been paid or had been de-committed. He stressed that this was the highest level of outstanding commitments over the whole period 2007-2013.

However he was satisfied that the error rates for programmes such as TEN-T and Marco-Polo were below 2%. He noted the higher error rate regarding the implementation of the 7th Research Framework Programme, largely due to the complexity of the rules and the lack of ex-ante control.

Members largely shared the Rapporteur's views and stressed the need to ensure synergy between different funding sources, such as TEN-T, regional and cohesion funds.

Mr Riquet had a positive view on the implementation of the transport agencies' and Single European Sky Joint Undertaking's 2013 budgets. He underlined that Agencies' resources must be adapted to new responsibilities set by co-legislators. The debate showed broad support for the Rapporteur's approach. In addition, it was underlined that Agencies should have one seat and conclude headquarters agreements with the relevant Member States.



APPROVAL OF AGREEMENT

Cross-border exchange of information on road safety related to traffic offences

Rapporteur: Inés AYALA SENDER (S&D; ES)
Ordinary legislative procedure, first reading

The Committee approved the agreement with 32 votes in favour, 1 against and 2 abstentions.

PRESENTATIONS

Ex-post impact assessment of the implementation of the 3rd Maritime Safety Package in the context of recent accidents

The authors of the study agreed that the majority of the effects set out in the 2005 Commission ex-ante Impact assessment had materialised. They highlighted greater transparency on the performance of vessels, improved quality checks on Port State Control and increased pressure on sub-standard ships. They also acknowledged the important role played by the European Maritime Safety Agency (EMSA), in particular with regard to vessel traffic monitoring, training and exchange of information on accident investigation or place of refuge.



The Commission representative provided information on recent ship accidents, including the Norman Atlantic Ferry, Costa Concordia and MSC Flaminia. He explained the state of the investigations and the actions taken by the Commission, including the preparation of operational guidelines related to places of refuge.

Members agreed that maritime transport in Europe benefited from a high level of safety but thought improvements were still needed. They stressed that Parliament had not received information about the results of the investigation since the Costa Concordia accident and that the Commission had not taken any new legislative initiatives.

They insisted that investigation delays be shortened to improve legislation as quickly as possible. They also questioned how the exchange of information on sub-standard ships and Member States' control of the implementation of EU safety legislation could be improved. Some Members asked about the role of human error in ship accidents and about specific results achieved by EMSA.

Commission Report on the application of Airport Charges Directive - COM(2014)0278

Mr Rahuoja, the new Director of DG MOVE, presented this document. The 2009 Directive sets the framework for minimum standards of airport charges applying to 73 airports across the EU. Members welcomed the report and mostly agreed that any remaining problems to do with transparency and discrimination could be solved by better enforcement. Some questioned the competitiveness of the European aviation sector in relation to other parts of the world as well as between airports and airlines and between different transport modes within the EU.



Mr Rahuoja shared most of these concerns, but stressed that the Directive in question could only provide part of the answer; a wider perspective was needed in order to boost competitiveness.

Latvian Presidency priorities

Mr Matīss said that the Juncker investment proposal and the fourth rail package were priorities for the Latvian Council Presidency. For the latter, work was continuing in Council on all parts of the package; the fourth trilogue on the technical pillar would deal with crucial issues. For road transport, the Council of Ministers would discuss road safety in June.



On aviation, the Presidency would continue work on the Single European Sky II+ package and address airport slots if time allowed. However these files were affected by the Gibraltar question. This was not a transport matter and could not be solved in the course of the Latvian Presidency. There would be a high level meeting in Riga on Remotely Piloted Aircraft Systems (including what were often called “drones”) in March.

The Minister emphasised the economic importance of enhancing connectivity by means of multi-modal transport systems. This needed to be reflected in the Trans-European Networks for

transport. There would also be a meeting to promote Europe-Asia Transport links. Technical standards for inland waterways, the ports proposals and transport statistics legislation also all needed work.

Members expressed concern that the Juncker plan should not undo the achievements of the Connecting Europe Facility. Many believed that the Gibraltar issue could not be allowed to block all aviation legislation. They agreed with the Minister on the importance of the fourth rail package and expressed contrasting views on the issue of “social dumping”. There was particular concern about the impact of the German minimum wage on road hauliers. Members also called for further work to enhance road safety and for transport's impact on climate to be given more attention.

Mr Matīss replied that the instrument set up under the Juncker plan would be available in all Member States and would not threaten funds that had been allocated. Transport was one of the sectors with the highest added value and potential for growth. Regarding aviation, the Presidency would do the work at the technical level so that the files would be ready once there was a solution to the political issue. He agreed that this should not be allowed to hold back development in the whole sector.

It was important that the German minimum wage did not have a negative impact on road transport. He agreed on the need to further enhance road safety.

EXCHANGE OF VIEWS

With Mr Doppelbauer - Executive Director of European Rail Agency (ERA)

Mr Doppelbauer said that safety was the ERA's first priority. The fourth rail package and, in



particular, the technical pillar, should be concluded as soon as possible. The European Rail Train Management System had reached the point of no return. National rules needed to be cleaned up in line with the Technical Standards for Interoperability. However, this did not mean that the entire rule book was being transferred to ERA. Mr Doppelbauer also emphasised the importance of rail noise for the general public.

Members' remarks covered the fourth rail package and its impact on ERA's staffing needs; the costs and lack of uniformity of ERTMS; relations between ERA and National Safety Authorities (NSAs); the need to reduce costs for rail operators and whether the Agency had two headquarters.

In reply, Mr Doppelbauer said that the objective for ERTMS was a single European specification. He had concentrated on the technical pillar of the fourth rail package as this was what most directly affected ERA; however, there were good arguments for keeping the six files together. Budgetary restraints meant ERA currently had to reduce staff yet the fourth rail package would require more people. A rotation of staff between ERA and the NSAs was also important.

It was not possible to bring all the expertise to ERA; NSAs would have to do some tasks on the Agency's behalf. But ERA needed to have a role as referee; we could not have two NSAs disagreeing as to whether something was safe. Equally, requiring the same device to go through approval processes in multiple countries was not cost-effective. Finally, Mr Doppelbauer explained that ERA has its offices in Valenciennes but met stakeholders in Lille. There was no duplication of facilities.

With Director General DG MOVE, Mr João Aguiar Machado

The Director General focused on the ongoing legislative work in the transport area and

presented the Commission's work programme for 2015. This included evaluation of the existing legal framework; various repeals and withdrawals of obsolete legislation; reassessment of the White Paper; and implementation of Commission President Juncker's investment plan.

Members questioned whether the latter would include the transport sector as it was not mentioned among the top 10 priorities. In addition, they thought that insufficient focus was put on advancing social issues and fighting unfair competition and fragmentation of the market within the single European transport area. They also pushed the Commission to seek progress on the Gibraltar issue in the Council.

Mr Machado reassured members that transport would benefit from the investment plan as it remains one of the main contributors to economic growth. He thought the enforcement of existing legislation, rather than new proposals, was the key to improving working conditions and competitiveness of the sector.

With the Commission, DG MOVE, on the state of play on aviation agreements

In the framework of the regular information exercise agreed between the Commission and Parliament after the adoption of the Lisbon Treaty, Mr Rahuoja gave a general overview on ongoing negotiations on aviation agreements. In terms of the objectives of the EU's Aviation Policy, the Commission referred to its Work Programme and upcoming review of the aviation policy that will propose new approaches to tackle challenges that the sector is facing today. Members expressed concerns regarding the Transatlantic Trade and Investment Partnership negotiations, blocked aviation files and the forthcoming European Court of Justice ruling in connection with the conclusion of large scale air agreements.



NEXT TRAN COMMITTEE MEETING, BRUSSELS

Thursday, 29 January 2015, morning

- Tourism Task Force
Exchange of views with Mr Pedro Ortun, Director DG ENTR, on European Tourism Policy
- Weights and Dimensions Directive - presentation of the draft recommendation for 2nd reading / Leichtfried
- Recommendations to the Commission on negotiations of TTIP - presentation of draft opinion / Van de Camp

Meeting room: JAN 6Q2

TRAN COMMITTEE MEETINGS 2015, BRUSSELS

Monday, 23 February, 15h00-18h30
Tuesday, 24 February, 9h00-12h30
Tuesday, 24 February, 15h00-18h30

Monday, 16 March, 15h00-18h30
Tuesday, 17 March, 9h00-12h30
Tuesday, 17 March, 15h00-18h30

Thursday, 26 March, 9h00-12h30
Thursday, 26 March, 15h00-18h30

Monday, 13 April, 15h00-18h30
Tuesday, 14 April, 9h00-12h30
Tuesday, 14 April, 15h00-18h30

Monday, 4 May, 15h00-18h30
Tuesday, 5 May, 9h00-12h30
Tuesday, 5 May, 15h00-18h30

Thursday, 28 May, 9h00-12h30
Thursday, 28 May, 15h00-18h30

Monday, 15 June, 15h00-18h30
Tuesday, 16 June, 9h00-12h30

Monday, 13 July, 15h00-18h30
Tuesday, 14 July, 9h00-12h30
Tuesday, 14 July, 15h00-18h30

Monday, 14 September, 15h00-18h30
Tuesday, 15 September, 9h00-12h30
Tuesday, 15 September, 15h00-18h30

Monday, 12 October, 15h00-18h30
Tuesday, 13 October, 9h00-12h30
Tuesday, 13 October, 15h00-18h30

Monday, 9 November, 15h00-18h30
Tuesday, 10 November, 9h00-12h30
Tuesday, 10 November, 15h00-18h30

Thursday, 3 December, 9h00-12h30
Thursday, 3 December, 15h00-18h30

Monday, 21 December, 15h00-18h30
Tuesday, 22 December, 9h00-12h30



USEFUL LINKS

TRAN website:

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

Policy Department Studies in the European Parliament:

<http://www.europarl.europa.eu/activities/committees/studies/searchPerform.do>

European Aviation Safety Agency newsletters:

<http://easa.europa.eu/communications/general-publications.php>

European Railway Agency newsletters:

<http://www.era.europa.eu/Communication/Newsletter/Pages/home.aspx>

European Maritime Safety Agency newsletters:

<http://www.emsa.europa.eu/news-a-press-centre/newsletters.html>

SESAR Joint Undertaking news

<http://www.sesarju.eu/newsroom/all-news>

Innovation & Networks Executive Agency:

<http://inea.ec.europa.eu/>

Innovation & Networks Executive Agency:

<http://inea.ec.europa.eu/>

DG MOVE newsletter:

http://ec.europa.eu/transport/newsletter/index_en.htm

Latvian Presidency of the Council:

<http://www.es2015.lv/en/>

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