



TRANSPORT AND TOURISM

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16-17 March 2015



PRESENTATION OF DRAFT OPINIONS

European Fund for Strategic Investments (EFSI) and Amending budget

Rapporteurs: Inés Ayala Sender (S&D; ES)
Dominique Riquet (ALDE; FR)

Ordinary legislative procedure, opinions to ECON and BUDG

The aim of the EFSI is to boost private investment in Europe which has dropped by about 15% as a result of the economic and financial crisis. In order to establish the EFSI, the Commission proposed a €16 billion guarantee to be created under the EU budget. Half should be provided from existing EU funds: €3.3 billion from the Connecting Europe Facility (€2.7 billion of which should be taken from the transport sector) and €2.7 billion from Horizon 2020.

The Plan is based on three mutually reinforcing strands. First, the mobilisation of at least €315 billion in additional public and private investment over the next three years. Second, targeted initiatives to make sure that this extra investment meets the needs of the real economy. And third, measures to provide greater regulatory predictability and to remove barriers to investment.

The Rapporteurs supported the proposal, but could not accept the cuts in the CEF. They therefore they suggested amendments to:

- find additional sources of financial support for the EFSI without touching the financing of existing programmes,
- ensure the European Parliament's involvement in selecting the projects,
- ensure that the same strictness is applied in the selection criteria for the EFSI projects as is the case for the CEF.

The Rapporteurs also insisted that the amendments to this proposal respect the normal budgetary procedure and should not endanger the EU budget.

The draft opinion was generally welcomed by the Committee. Members agreed that the budgets of the CEF and Horizon 2020 should not be affected by this Regulation. They also raised the following issues: whether the EFSI is a temporary or a permanent tool; the members of the selection committee; doubts on the leveraging effect of the EFSI; Member States' contributions; and the involvement of local authorities.

Timetable foreseen	
Vote in TRAN Committee	14 April 2015
Vote in plenary	May 2015

Procedures and practices regarding Commissioner hearings: lessons to be taken from the 2014 process

Rapporteur: Michael Cramer (Greens/EFA; DE)
Own initiative procedure, opinion to AFCE

The draft opinion proposes setting deadlines for Member States when nominating their candidate Commissioners, as well as for the President-elect when presenting the new Commission. This would ensure that Parliament had sufficient time to prepare and conduct the hearings properly.

It was also noted that an acceptable gender balance was only achieved at the last minute thanks to Parliament's insistence that the new Commission must contain at least as many women as the outgoing one.

Members regretted that Violeta Bulc did not enjoy equal and fair conditions in presenting herself to



the Committee, as she had very limited time to prepare for the hearing.

The standard rule of 45 three-minute questions, decided by the Conference of Presidents, did not give Committees sufficient flexibility to vary their practices. For example it did not allow a catch-the-eye procedure. Three minutes was considered completely insufficient for a follow-up question. In future, arrangements should give Committees more flexibility, while also ensuring the inquisitorial nature of the hearings through the effective application of the 'ping-pong' principle.

Timetable foreseen	
Deadline for amendments	19 March 2015
Vote in TRAN Committee	14 April 2015

CONSIDERATION OF AMENDMENTS

Recommendations to the Commission on TTIP negotiations

Rapporteur: Wim van de Camp (EPP; NL)
Own initiative procedure, opinion to INTA

TRANSATLANTIC TRADE AND INVESTMENT PARTNERSHIP



Under the leadership of the International Trade Committee, the Transatlantic Trade and

Investment Partnership (TTIP) is currently an intensely debated subject in Parliament. A resolution containing recommendations to the Commission will be voted in the May Plenary, and TRAN is among 14 committees preparing an opinion.

The Rapporteur discussed the main issues raised in the 76 amendments tabled to his draft opinion. The main points for discussion related to a wide variety of substantial questions around TTIP, including its very purpose and legitimacy. There was also debate as to which issues should be raised in the TRAN opinion, and which left to other Committees or to the main INTA Report (e.g. Investor-State Dispute Settlement, social and labour standards).

Timetable foreseen	
Vote in TRAN Committee	26 March 2015
Vote in plenary	May 2015

PRESENTATION OF WORKING DOCUMENT

White paper on transport

Rapporteur: Wim van de Camp (EPP; NL)
Own initiative procedure

The working document was presented in the context of the TRAN own-initiative report on the implementation of the 2011 White Paper on Transport. This aims to express Parliament's opinion and priorities in view of the Commission's mid-term review of the White Paper planned for later this year.

The Rapporteur set out some of the main challenges that needed to be tackled, in particular:

- shifting the balance between modes of transport and ensuring co-modality;



- developing, maintaining and upgrading transport infrastructure in Europe;
- maintaining the competitiveness of the EU transport industry;
- putting innovation in the service of transport users; and
- moving towards a decarbonised transport system.

There was general agreement that the report should focus on the specific actions needed to achieve the objectives of the White Paper.

Timetable foreseen	
Presentation of draft report	13-14 April 2015
Deadline for amendments	20 April 2015
Vote in TRAN Committee	28 May 2015
Vote in plenary	July 2015



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PRESENTATION

By European Investment Bank (EIB) Director for Mobility

Ms Maj Theander explained that transport is one of the main priorities of the EIB with around 20-25% of the total lending dedicated to this policy area. On average, the EIB lent €14 billion per year to transport projects; 60% being dedicated to TEN-T. She provided information on project cycles, including eligibility criteria, selection procedures, monitoring and ex-post assessments. She stressed that projects were selected not only on the basis of economic factors but also according to environmental and societal values, as well as their EU-added value.

The presentation was followed by a lively debate as the implementation of the White Paper lies at the heart of efforts to ensure the sustainability of the future transport system. Members' interventions focused on the following issues:

- decarbonisation of transport and reduced greenhouse gas emissions;
- health and environmental aspects of transport;
- working conditions and social dumping;
- internalisation of external costs;
- application of the 'user pays' and 'polluter pays' principles;
- congestion;
- under capacity of transport infrastructure
- safety; and
- passenger rights.

Members enquired about the link between the European Fund for Strategic Investments (EFSI) and EIB's usual activities or other financial instruments such as project bonds. They also asked whether the EIB will use the same criteria as those defined in the Connecting Europe Facility.

There were concerns about undue emphasis on economic returns, which could disadvantage inland waterway projects that are usually less profitable than road projects. Members generally agreed that the most important criteria for



granting loans should be EU-added value, cross-border and environmental aspects.

Ms Shaw Barragan (Head of the EIB Institutional Strategy Division) further explained that EFSI activities would come on top of the normal EIB activities. The main distinction between the EFSI and the usual lending activities would be the guarantee provided by the EFSI framework. This should allow the EIB to support projects with higher than usual risk. She also highlighted the flexibility of the EFSI compared to project bonds.

HEARING

White Paper on Transport: taking stock and the way forward towards sustainable mobility



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The hearing, held in the context of the own-initiative report on the implementation of the 2011 White Paper on Transport, gathered a significant number of experts and stakeholders from different areas and transport modes.

Mathieu Grosch, European Coordinator and former Rapporteur on the White Paper on Transport, gave a keynote speech on the implementation of the White Paper, followed by

three panels: i) Transport and economic growth, ii) Sustainable mobility, and iii) Transport for citizens.



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The hearing outlined the actions necessary to:

- maintain the competitiveness of the European transport industry;
- develop a modern transport infrastructure in Europe;
- put innovation in the service of transport users;
- decarbonise transport and reduce greenhouse gas emissions;
- mitigate the environmental impact of transport;
- shift the balance between modes of transport and ensure co-modality;
- put people at the heart of transport policy by promoting safety and quality of transport services;
- improve working conditions; and
- prevent social dumping.

The hearing will provide input to the Committee's work on the implementation of the White Paper on Transport.



NEXT TRAN COMMITTEE MEETING, BRUSSELS

Planned draft agenda - To be confirmed

Thursday, 26 March 2015, morning

- Technical requirements for inland waterway vessels - **vote** on the decision to open interinstitutional negotiations/ Belet
- Recommendations to the Commission on negotiations of TTIP - **vote** / van de Camp
- EFSI + Amending budget - consideration of amendments / Riquet / Ayala Sender
- Employment conditions in aviation: Presentation of a study by Ghent University on 'Atypical Aircrew Employment'
- Tourism Task Force - discussion on visa policy

Thursday, 26 March 2015, afternoon - cancelled

Meeting room: JAN 2Q2

TRAN COMMITTEE MEETINGS 2015, BRUSSELS

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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