



TRANSPORT AND TOURISM

TRAN



# TRAN NEWS

Newsletter from the European Parliament's Committee on Transport and Tourism



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26 March 2015



## VOTES

### Technical requirements for inland waterway vessels

Rapporteur: Ivo Belet (EPP; BE)  
Ordinary legislative procedure, second reading

The decision to enter into negotiations with the Council was adopted by 43 votes in favour, 0 against and 5 abstentions.

### Recommendations to the Commission on TTIP negotiations

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

The Committee rejected the draft opinion with 17 votes in favour, 28 against and 3 abstentions.

|                    |          |
|--------------------|----------|
| Timetable foreseen |          |
| Vote in plenary    | May 2015 |

## CONSIDERATION OF AMENDMENTS

### 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

There was broad support for avoiding direct cuts to the budgets of Horizon 2020 and the Connecting Europe Facility (CEF) by deleting Article 18 and 19. Instead, most members wished to find necessary means during the annual

budgetary procedures first using unallocated funds (such as margins, flexibility instrument, and contingency reserve) and, only as last resort, money from Horizon 2020 and CEF.

The Rapporteurs cautioned that opening the Multiannual Financial Framework would only complicate things. Alternative financial sources should not touch existing, successful schemes, such as the Cohesion Funds or Erasmus. Some Members regretted the shortage of time for the entire procedure which made it difficult to find compromises.

Many thought that Parliament, as part of the budgetary authority, should have a say in the projects to be chosen. Others believed that the choice of projects should be left to experts.

Members raised points on:

- ecological aspects of the proposal;
- EFSI governance;
- earmarking transport objectives; and
- the additionality principle, meaning that EFSI funding should only be possible where there is no other way of financing a project.

The Commission stated that there was no other alternative to the cuts from these funds. The Rapporteurs did not find this convincing and asked DG MOVE for support to the Committee's position of finding alternative financial sources.

|                                    |               |
|------------------------------------|---------------|
| Timetable foreseen                 |               |
| Second consideration of amendments | 13 April 2015 |
| Vote in TRAN Committee             | 14 April 2015 |
| Vote in plenary                    | May 2015      |



## **PRESENTATION OF A STUDY**

### **On employment conditions in aviation: 'Atypical Aircrew Employment' by Ghent University**

This study presented information on new business models used in the European aviation sector. This included airlines' personnel policies, leading to the use of temporary work agencies based in countries with lighter social rules.

Atypical employment has been developing in the aviation sector as a consequence of liberalisation and of intense competition between airlines. 16% of the pilots who participated in the survey declared that they had no direct work contract with the airlines they flew for.



This atypical employment appears to depend on the type of airline (network, low fare, charter, regional or cargo) as well as on the pilot's experience. It is a response to demands for flexibility, mainly from employers. Based on social and fiscal engineering, it often results in precarious employment and unfair competition.

It could pose safety risks as atypically employed crew might be more likely to prioritise economic over safety aspects. It is clear from the study that the current regulatory framework is not adapted to present day business models and practices.

Members acknowledged the link between working conditions and safety. Concerns were raised that the development of complex and non-transparent employment rules could call into question pilots' ability to fly safely. Finally, Members wished to pursue this issue, especially when the Commission presents its aviation package, foreseen for the end of 2015.

## **TOURISM TASK FORCE**

### **Discussion on visa policy**

Following two new Commission proposals on visa legislation, the Task Force took the opportunity to hold an exchange of views with the Commission on particular elements of the proposals. These aim to facilitate and speed up visa procedures for multiple visa applicants (recast of Visa Code) and to introduce a new type of visa (touring visa). Both proposals form part of the Commission's Tourism Policy. This should help to attract more visitors from third countries and contribute to growth and new jobs.

Members expressed their general support for the proposals. They highlighted the need for more flexibility, lower administrative burdens, and online access. The Committee will deliver its opinion to the Committee on Civil Liberties, which has the lead on visa policy.



## NEXT TRAN COMMITTEE MEETING, BRUSSELS

### Planned draft agenda - To be confirmed

Monday, 13 March 2015, afternoon

- EFSI + Amending budget - consideration of amendments / Riquet / Ayala Sender
- Procedures and practices regarding Commissioner hearings - consideration of amendments / Cramer
- Delivering multimodal integrated ticketing in Europe - presentation of draft report / Koch

Tuesday, 14 March 2015, morning

- EFSI + Amending budget - **vote** / Riquet / Ayala Sender
- Procedures and practices regarding Commissioner hearings - **vote** / Cramer
- White paper on Transport - presentation of draft report / Van de Camp

Tuesday, 14 March 2015, afternoon

- Hearing on Challenges and Responses for European Tourism / De Monte

Meeting room: JAN 4Q1

## TRAN COMMITTEE MEETINGS 2015, BRUSSELS

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

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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/>

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

DG MOVE newsletter:

[http://ec.europa.eu/transport/newsletter/index\\_en.htm](http://ec.europa.eu/transport/newsletter/index_en.htm)

Latvian Presidency of the Council:

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

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