



TRANSPORT AND TOURISM

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4-5 May 2015



ADOPTION OF DRAFT OPINION

Towards an integrated approach to cultural heritage in Europe

Rapporteur: Miltiadis Kyrkos (S&D; GR)
Own initiative procedure, opinion to CULT

Cultural tourism makes up 40% of overall European tourist activities and contributes significantly to economic growth and employment. It creates opportunities for businesses and provides great potential for SMEs which account for 95% of companies in this sector. Central to the success and competitiveness of the European tourism industry is the quality of services and high-level professional skills as well as the application of new technologies.



Cultural heritage is a particularly strong driving force for local development in smaller towns and remote areas. Transnational, inter-regional and cross-border tourist products need to be promoted in order to strengthen the common European identity. A sustainable, responsible and quality driven tourism can meet the potentially negative impact of structural change and mass tourism.

During the discussion, Members stressed the issue of accessibility. There were questions about vulnerable groups of people and their access to cultural sites; the administrative burdens for SMEs and their ability to obtain EU funding; the opportunities offered by intermodal travelling and integrated ticketing; and the accessibility of remote areas.



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The Rapporteur proposed 8 compromise amendments which were supported all political groups. The opinion was adopted with 40 votes in favor, 3 against and no abstentions.

CONSIDERATION OF AMENDMENTS

Delivering multimodal integrated ticketing in Europe

Rapporteur: Dieter-Lebrecht Koch (EPP; DE)
Own initiative procedure

The Rapporteur envisaged a two-step procedure. First the Commission would need to guarantee equal and fair access to travel information and planning. Then, for the creation of an integrated booking and ticketing system, only a technology-



neutral framework was needed, with a level playing field for the market players.

Members generally welcomed the report and emphasised the importance of free access to information, a charter for passengers, a platform to develop ideas and sustainable development. They also focused on the importance of linking the report to existing legislative proposals such as the fourth rail package, the Single Sky and to TEN-T projects. The Commission also welcomed most of the amendments. It considered its task to be creating the framework so that travel information and ticketing services could be offered rather than providing such services itself.



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The Rapporteur concluded that the key issues were overcoming obstacles to integrated ticketing and ensuring passengers' rights. He did not want to include amendments that sought to extend the scope of the report.

Timetable foreseen	
Vote in TRAN Committee	28 May 2015
Vote in plenary	June II 2015

PRESENTATION OF DRAFT OPINION

Reduction of pollutant emissions from road vehicles

Rapporteur: Elżbieta Łukacijewska (EPP; PL)
Ordinary legislative procedure, opinion to ENVI

The Rapporteur's amendments aim to ensure that new motor vehicles are equipped with systems assisting the driver in eco-efficient driving, with a view to reducing fuel consumption, pollution and greenhouse gas emissions. The technical means for facilitating eco-driving focuses on two types of in-vehicle systems – fuel consumption meters and gear shift indicators – which should become a standard feature of new vehicles (for the relevant categories). The Shadow Rapporteurs supported making these systems mandatory in new vehicles.

Timetable foreseen	
Deadline for amendments	11 May 2015
Vote in TRAN Committee	16 June 2015
Vote in plenary	October 2015 (tbc)

EXCHANGES OF VIEWS

with Executive Director of Eurocontrol, Frank Brenner

Mr Brenner updated Members about the actions undertaken to address issues related to overflying conflict/danger zones following the MH 17 disaster in Ukraine during the summer of 2014.

The system of warnings and closures of air spaces already in place depends on information given by each State, on the basis of its own risk



assessment. International discussions are underway to develop better information-sharing among States, allowing for authorities to disclose the elements making up the substance of this risk assessments and not only the conclusions.

Mr Brenner also described the current "No Fly zones" situation in Eastern Ukraine, Crimea, Libya and Syria as well as the shift of air traffic after the MH 17 crash. Today traffic to Asia is following a southern route above Romania and Turkey instead of overflying Ukraine. He also provided an update about discussions with the Russian authorities aimed to improve communication of flight plans linked to military flights over the high sea.

Members raised questions about the criteria used to choose a route and a pilot's freedom to make that choice. It was suggested that regular follow up with relevant bodies (including the European Commission, the European Aviation Safety Agency (EASA), the International Civil Aviation Organization and national authorities) should be organised.

In June, a delegation of the Committee will visit EUROCONTROL in Brussels and EASA in Cologne.

with Commissioner Bulc on the Commission's work programme

This exchange of views was held in the context of the annual structured dialogue between Parliament and the Commission. The Commissioner reported both on the implementation of the 2015 Commission Work Programme (CWP) and the preparation of the 2016 CWP.

The Commission plans to submit an Aviation Package in the 4th quarter of 2015. This will include a Communication identifying the challenges and measures needed to improve the competitiveness of the sector. It will also include legislative initiatives, coupled with the launch of negotiations on several comprehensive EU-level aviation agreements with third countries such as Mexico and the Gulf States. The package would comprise a revision of the EASA Regulation and new rules on drones.



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Other initiatives for 2015 will include: a European target to reduce serious injuries on roads; a legislative proposal seeking to improve access to public and private traffic data; a comprehensive strategy to address rail noise; and a review of the 2011 White Paper on Transport.

The Commission's main priority in 2016 Commission will be the submission of a Road Package addressing three major issues: road infrastructure pricing, market access and social and safety



aspects. The Commissioner sought the Committee's views on the possible establishment of a Road Agency as part of this Package.

In 2016, the Commission will also work on other initiatives tentatively planned for 2017 such as the review of the Directive on the Promotion of Clean and Energy Efficient Road Transport Vehicles and the Commission's new strategy to accelerate the decarbonisation of the transport sector.

In the follow-up discussion, Members focused on the following issues:

- enhancing road safety and addressing serious injuries on roads;
- rules on access to the EU road haulage market;
- the possible establishment of a Road Agency;
- social dumping and enforcement of social legislation for drivers;
- the minimum wage in Germany;
- transportation network companies matching drivers to passengers;
- the training of pilots, atypical employment, fuel taxation and a revision of the EASA Regulation;
- the Germanwings crash;
- the effect of the Gibraltar issue on pending aviation files;
- the decarbonisation of transport and the United Nations Climate Change Conference;
- the Romanian plan to close around 30% of its railway network;
- rail noise;
- inland waterways; and
- passenger rights and intermodal ticketing.

Port Services

Rapporteur: Knut Fleckenstein (S&D; DE)
Ordinary legislative procedure, first reading

This was the fourth attempt to reach an agreement on port services in the Parliament. The Rapporteur stressed that the port sector needed stable conditions for its operations as well as financial transparency. However, given the diversity of the economic models, some leeway would be necessary including for the supervision of services management. He also insisted on the protection of dockworkers and stated that he was opposed to blind liberalisation at any cost.

Members agreed that financial transparency would be of utmost importance to ensure fair competition between ports. They were also in favour of more clarity with regard to state aid rules applicable to ports. With regard to port fees, Members supported transparency but were against the harmonisation of port fees.



There were diverging views on market access, in particular with regard to specific activities such as dredging, piloting or mooring. Some were also in



favour of including cargo handling and terminal passenger services within the scope of the Regulation. Others believed that only framework conditions for port services should be defined at EU level.

Members also insisted that the Regulation on port services should ensure the quality of services and safety of workers. Ports are dangerous working environments, which require careful consideration with regard to market access and training.

A Member pointed out that greening of ports and short-sea shipping should be considered within the scope of the Regulation and also within the framework of an EU port strategy as part of a wider greening of transport.

A few Members indicated that they intend to reject the proposal. However, all Members agreed that ports were essential pillars of the EU economy and their competitiveness needed to be boosted.

The Commission announced that it will propose a revision of state aid rules, including block exemptions for ports, by the end of 2015.

Timetable foreseen	
Presentation of draft report	15-16 June 2015
Deadline for amendments	22 June 2015
Vote in TRAN Committee	15 September 2015
Vote in plenary	tbc

Remotely piloted aircraft systems

Rapporteur: Jaqueline Foster (ECR; UK)
Own initiative procedure

Members welcomed the Rapporteur's Working Document and agreed that the sector offered great potential for growth and job creation.



The Rapporteur called upon the pan-European Joint Authorities for Rulemaking on Unmanned Systems (JARUS), comprising national civil aviation authorities from the EU and non-EU countries, to play the role of the lead regulatory body. She also underlined that safety was paramount.

Members emphasised the need to train drone operators. Issues such as the environmental impact, frequency allocations, liability and traceability were also mentioned. Members insisted that citizens' privacy, data protection and security should be ensured.

Timetable foreseen	
Presentation of draft report	13-14 July 2015



PRESENTATION

Common Progress Report of the European Coordinators, by Mathieu Grosch and Pat Cox

The Coordinators presented their report for the first year after the TEN-T and CEF regulations entered into force. The biggest achievement was the preparation of individual work plans that will be presented to the Committee by all the Coordinators in the coming months. These plans were elaborated with stakeholders on a local, regional and ministerial level.

Mr Cox stressed that they had the policy (the two Regulations), the implementation instruments (the corridors and the work plans) and the political consensus. Now they need to move from design to delivery. He saw their job as coordinating steps to transform a patchwork into a network by creating the TEN-T corridors. According to an external study, not implementing the corridors would cost €623 billion for the period 2015 - 2030 and 12 million jobs would not be created.

Members were mostly interested in the relationship between the financial instruments and the European Fund for Strategic Investments, and the selection criteria for infrastructure projects.

Mr Grosch pointed out that not all transport mode could be financed with the same financial instruments. Public-Private Partnerships were not excluded and project bonds could also be applied. EFSI should not be seen as a replacement for the Connecting Europe Facility, but rather as a complementary instrument. When determining which type of financial instrument

should be used, the economic and social aspects should also be considered.

Members welcomed the new working method of the European Coordinators whereby they meet collectively with Member States that are concerned by the specific corridors. Working with Member States in this way enhances their understanding of each other's problems and enables solutions to be found more easily. Mr Grosch emphasised that Coordinators did not have the means to enforce a certain decision upon a Member State, hence the importance of the widest possible cooperation.

Members agreed that selecting projects and determining their viability should take into account not only the cross border links, the European added value, intermodality and interoperability, but also the long amortisation period of the transport infrastructure projects. It was also confirmed that the workplans which were developed in 2014 would be reviewed and updated every two years, starting in 2016.

HEARING

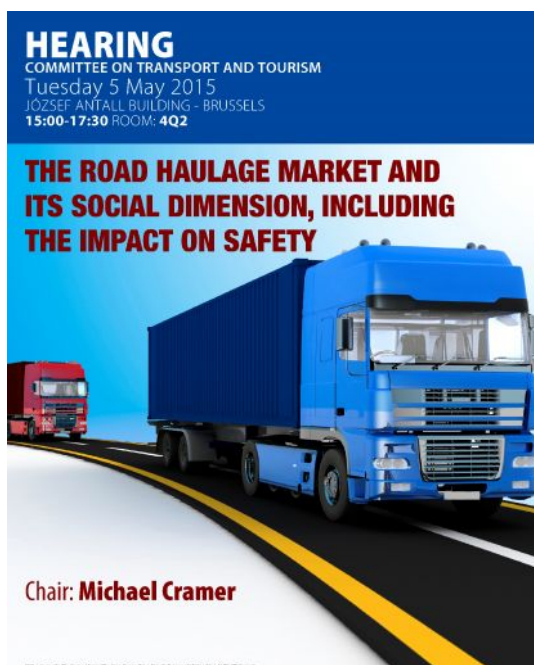
Road Haulage Market

The hearing was organised in the context of the planned reform of the road haulage market. It focused on future challenges for the sector taking into account various social and safety aspects. These included the possibility of introducing a social transport package to enhance working and social conditions for drivers and a possible update of safety requirements.



As an introduction the Commission explained current EU legislation on social conditions in road haulage. In the first panel, experts discussed the enforcement of these regulations and their impact on the European road haulage market. In the second panel; representatives of employees, employers and market users (logistics) discussed their needs and expectations regarding future EU actions.

- prevent market protectionism and unfair competition; and
- harmonise the rules governing the imposition of the national social regulations.



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The hearing provided input to the discussion on whether new EU regulations on social conditions in the road haulage sector are necessary or if better enforcement of the existing regulations would be sufficient.

During the discussion, Members focused on the following issues:

The experts outlined actions necessary to:

- maintain the competitiveness of the European road transport;
- improve the efficiency of the enforcement of existing regulations;
- suppress the phenomenon of "letter-box companies" created only to avoid social regulations;

- the need to improve the enforcement of the current regulations. Most of the speakers were concerned about inadequate implementation of EU legislation and insufficient enforcement by Member States;
- the expectations and needs of the employers and employees regarding new EU legislation. The major question was whether new regulations were needed or if better enforcement of the current ones would be sufficient;
- the extent of harmonisation of social conditions of truck drivers at EU level. A number of



Members were concerned about excessive coordination, which could lead to requirements that were inappropriate for some Member States.

- the German minimum wage and its impact on the free movement of services in Europe, particularly given the way it was applied to non-German companies;
- the definition of social dumping. Members discussed whether this means wages below the minimum wage in other countries or below the costs in the country where the haulage company is registered and hires drivers; and
- there was general agreement that the "letter box companies" created only to avoid the social regulations are a serious problem for the market. However, many Members considered that combatting such irregularities should not be used as a justification for protectionism.

NEXT TRAN COMMITTEE MEETING, BRUSSELS

Planned draft agenda - To be confirmed

Thursday, 28 May 2015, morning

- Delivering multimodal integrated ticketing in Europe - **vote** / Koch
- Implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility- consideration of amendments / Van de Camp
- Sustainable Urban Mobility - presentation of draft report / Delli

Thursday, 28 May 2015, afternoon

- Presentation of a study on Social inclusion in EU public transport
- Energy Union Package - Framework Strategy and

Paris Protocol - presentation of draft opinions / Virkkunen/ Eickhout

- European Coordinator Secchi
- European Coordinator Balazs
- European Coordinator Grosch

Meeting room: P1A 002

TRAN COMMITTEE MEETINGS 2015, BRUSSELS

Monday, 15 June, 15h00-18h30

Tuesday, 16 June, 9h00-12h30

Tuesday, 16 June, 15h00-18h30

Monday, 29 June, 15h00-18h30 (new)

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



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

Policy Department Studies in the European Parliament:

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European Aviation Safety Agency newsletters:

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