



TRANSPORT AND TOURISM

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28 May 2015



ADOPTION OF DRAFT REPORT

Delivering multimodal integrated ticketing in Europe

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

The report calls on Member States to share timetable and fare information and develop intermodal ticketing services. Members agreed that service providers should build on existing synergies and cooperate more closely on providing multimodal, cross-border journey planners. They also called on the Commission to support and facilitate the efforts being made to develop intermodal ticketing. If no significant progress is made by 2020, the report will call for legislative action.



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According to the report, updated national timetable and fare information systems should be introduced by 2020. These should be based on open interfaces linking regional and local urban public transport data. By 2024 these should be linked on a cross-border basis and made accessible to operators, providers of journey planners and consumers.

A charter of passenger rights covering all modes of transport should also be presented by the Commission by the end of 2017. This should include a separate section on multimodal journeys, taking into account the specific characteristics of each transport mode, as well as integrated ticketing. In terms of access to travel information before and during journeys, more attention should be paid to the needs of elderly people and those with disabilities.

The report was adopted with 40 votes in favour, 0 against and 4 abstentions.

Timetable foreseen	
Vote in plenary	July 2015

CONSIDERATION OF AMENDMENTS

White paper on transport

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

The aim of this report is to look at the implementation of the 2011 White Paper on Transport and the Commission's forthcoming mid-term review. It proposes actions to achieve the goals set out in the White Paper, placing emphasis on:

- modal shift and co-modality;
- infrastructure and innovation;
- economic growth and competitiveness;
- decarbonisation of transport;
- sustainable urban mobility;
- improvement of social conditions; and
- transport safety.

The list of proposed initiatives and action points should be adapted and evaluated on a regular basis, to ensure their effectiveness in achieving the long-term objectives of the White Paper. The



purpose of the mid-term review should be to maintain the level of ambition of the objectives set in 2011, and to increase and streamline efforts to meet them.

- putting people at the heart of transport policy by promoting the safety and quality of transport services; and
- improving social conditions and preventing social dumping.



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Timetable foreseen	
Vote in TRAN Committee	14 July 2015
Vote in plenary	September 2015

PRESENTATION OF DRAFT REPORT

Sustainable Urban Mobility

Rapporteur: Karima Delli (Greens/EFA; FR)
Own initiative report

The Committee had a long and lively debate, as the implementation of the White Paper lies at the heart of ensuring the sustainability of the future transport system. 625 amendments were tabled covering many of areas of EU transport policy. They focus on the steps needed in all transport modes to achieve the vision of a more efficient, sustainable, competitive and integrated transport system.

The issues addressed include:

- promoting economic growth and maintaining the competitiveness of the European transport industry;
- developing a modern transport infrastructure in Europe;
- putting innovation at the service of transport users;
- mitigating transport's environmental impact by decarbonising transport and reducing greenhouse gas emissions;
- shifting the balance between modes of transport and ensuring co-modality;



The Rapporteur stressed the need for urgent action to improve urban mobility in order to respond to the challenges of climate change and of mortality linked to air pollution in cities. She pointed out that there were 400 000 premature deaths every year in European cities caused by fine particulates, largely emitted by diesel cars. Therefore, she would support a reduction in the number of cars running on traditional fuels, in particular diesel, by 2030, while promoting walking



and cycling as well as clean transport technologies.

With road traffic being the main cause of serious injuries and deaths linked to accidents, the Rapporteur suggested reducing speed limits to 30 km/h in cities. She also underlined the social dimension of transport and the need to make public transport affordable for all citizens. Sustainable Urban Mobility Plans should be developed by local authorities and adequate financial means should be allocated to urban mobility.



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Members supported the Rapporteur's intentions to improve urban mobility in the Union. However, most raised the issue of subsidiarity and thought that decisions regarding urban mobility and planning should be left at local level. They could not support an approach based on bans, restrictions or a hierarchy of transport means and believed that a realistic incentive-based approach should be followed. They stressed that a "one-size-fits-all" solution could not be applied in the EU given the diversity of local conditions and needs. However, they agreed that more financial resources should be allocated to urban mobility.

Members underlined the importance of smart technologies and digitalisation to improve traffic conditions. Some also referred to EU cities, which have successfully promoted sustainable mobility based on cycling, public transport and electromobility.

Finally Members raised issues that would need to be reinforced in the report, such as integrated ticketing, smart infrastructure, safety, social integration and social dialogue, accessibility and tourism.

Timetable foreseen	
Deadline for amendments	4 June 2015
Vote in TRAN Committee	14 July 2015
Vote in plenary	September 2015

PRESENTATION OF DRAFT OPINIONS

Energy Union Package: Framework Strategy and Paris Protocol

Rapporteurs: Henna Virkkunen (EPP; FI)
Bas Eickhout (Greens/EFA; NL)

Own initiative opinions

The two opinions are linked to the Commission's package on the European Energy Union. The Rapporteurs welcomed the Commission's vision of a sustainable, low-carbon and climate friendly Energy Union and highlighted the importance of transport in the future energy and climate policies.

They pointed out that, in Europe, transport is responsible for 30% of energy consumption and 94% of transport is dependent on fossil fuels. They therefore insisted on the need for efficient policies to support the introduction of new technologies that will increase the efficiency of transport



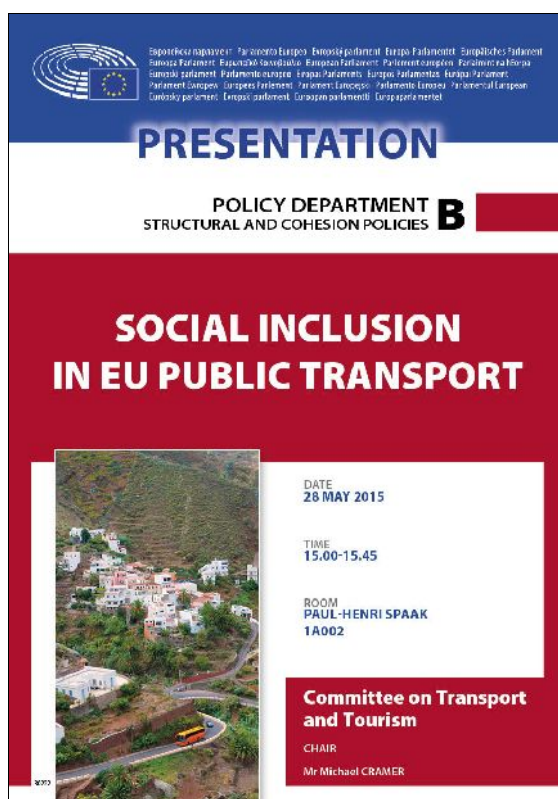
systems and reduce Greenhouse Gas (GHG) emissions. They also highlighted the need for the introduction of a fair pricing system for transport infrastructure.

The draft opinions were well received by the Committee and encouraged a lively debate. Members focused particularly on the importance of international efforts to reduce energy consumption and GHG emissions in the air and maritime transport sectors. While the Commission representatives generally supported the two opinions, some Members called for more active involvement of the Commission in the negotiations of emissions reductions in the air and maritime transport. One Member raised the cost of changes in energy technology and suggested cabotage as a possible improvement for the efficiency of haulage transport.

Timetable foreseen	
Deadline for amendments	5 June 2015
Vote in TRAN Committee	14 July 2015
Vote in ENVI Committee (Framework Strategy)	September 2015
Vote in ITRE Committee (Paris Protocol)	September 2015
Vote in plenary	October II 2015

was presented by Manuela Samek Lodovici, the head of the Labour Market Area at Istituto per la Ricerca Sociale (IRS) and Professor of Labour Economics at the Università Cattolica in Milan.

Members agreed with the main findings of the study and underlined that while an important part of EU population is at a risk of social exclusion, public transport could help to limit this risk.



PRESENTATIONS

Study on social inclusion in EU public transport

The study provides information about the links between the public transport and social inclusion according to the recent literature. It also provides examples of improving public transport accessibility for the most vulnerable users. The conclusions offer indications for the improvement of the EU's role in facilitating the mainstreaming of social inclusion issues in public transport policies. It

Members thought that public transport expenditure was economically justified because it could reduce future social spending on people at risk of social exclusion. They also highlighted the importance of addressing the needs of immigrants for example by providing multilingual information. The potential for the non-motorised means of transport such as bicycles was also mentioned.



Carlo Secchi, European Coordinator for the Atlantic Corridor

Mr Secchi provided Members with a comprehensive overview of the work plans of the Atlantic Corridor which connects the Iberian Peninsula with France and Germany and, in broader terms, the EU with its international trade partners across the Atlantic. According to Mr Secchi, this corridor is expected to further increase in importance with the completion of work being undertaken on the Panama Canal.

Discussing the state-of-play of cross-border connections in the corridor, He explained the ongoing work on Franco-German projects and the studies currently underway for projects on both the Spanish-Portuguese and the French-Spanish borders. Regarding compliance with the TEN-T criteria, electrification has been achieved for 90% of the rail system of the corridor. However, there exist still 4 different power systems and ERTMS implementation stands at just 7%, though the latter is expected to speed up towards 2020. Mr Secchi highlighted the challenges posed by the different rail gauges in use. He also pointed out issues related to maritime Liquefied Natural Gas (LNG) deployment and interoperability of road tolling systems.

Considering the main objectives of the work plan, Mr Secchi underlined the need to enhance multimodality and interoperability and exploit the external dimension by boosting maritime transport. To this end, the work plan will focus on:

- improving port connectivity;
- developing new models for logistics platforms;
- completing the missing link between Evora and Badajoz;
- speeding up the deployment of LNG as well as of the Single Windows system for cross-border movements of goods;
- working on gauge conversion to move towards a single gauge system;

- further implementing the ERTMS; and
- promoting the visibility of the corridor.

According to the Coordinator, the mobilisation of the necessary resources will be the key challenge for the development of the corridor. In view of the economic situation and already oversubscribed Connecting Europe Facility (CEF), the main focus needs to be on making the best use of available resources and tapping into additional funds, possibly using synergies with the Juncker investment plan.

In a lively follow-up debate, Members discussed:

- the possibility of an Energy Corridor connecting the Iberian Peninsula to central Europe;
- issues of congestion at border crossings and of investing in projects in cross-border areas;
- the preparedness of the four Member States participating in the corridor to prioritise and jointly implement key projects;
- questions regarding freight transport; and
- the financial implications of the EFSI for the CEF.

Mathieu Grosch, European Coordinator for the Orient/East-Med Corridor

Mr Grosch presented the work plans and overview of the Orient and East-Mediterranean Corridor that connects central Europe with the maritime interfaces of the North, Baltic, Black and Mediterranean seas. In his introduction, he noted that the corridor spans nine Member States and covers many airports, inland waterway and maritime ports. He explained complying with the TEN-T criteria has been a top priority in drawing up the work plan.

In the rail sector, the following issues pose particular problems regarding cross-border connections and interoperability:



- non-uniformity in safety systems;
- the existence of three different power systems on electrified lines;
- discrepancies of operational speed levels and axle loads;
- train lengths; and
- a lack of ERTMS implementation.



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Regarding inland waterways, the navigability of the Elbe river in Germany and the Czech Republic remains a concern, in terms of stable water levels throughout all seasons, flood management and compatibility of existing infrastructure such as bridges. For maritime ports, it will be particularly important to ensure sufficient connections to the road and rail networks beyond the immediate port hinterland. Mr Grosch underlined the need for a truly multimodal system to take the load off the ports and contribute to the economic development along the corridor as a whole.

Overall 280 projects across all transport modes have been considered for the work plan, requiring a total of €47.4 billion in funding. €25.6 billion would need to be spent on critical issues (of which €15.8 billion still need to be financed), therefore a coherent prioritisation of projects will

be crucial. According to Mr Grosch, the key priorities for this corridor will be:

- cross-border links and bottlenecks for rail;
- road and inland waterways;
- the development of last mile connections;
- the use of alternative fuels;
- Intelligent Transport Systems and Vessel Traffic Management and Information Systems in ports;
- regional mobility in border areas; and
- improving the capacity of the port of Lemesos (Limassol) and maritime transport to islands.

In the subsequent debate, Members discussed the following issues:

- the speed at which authorisation for projects can be obtained;
- the possible use of EFSI to fund corridor projects;
- the role of international investments in transport projects in the corridor;
- the development of connections to Istanbul;
- action on particular projects such as the Mêlnik intermodal terminal;
- involving all stakeholders in consultations on cross-border issues; and
- developing alternative scenarios regarding transport on inland waterways.



NEXT TRAN COMMITTEE MEETING, BRUSSELS

Planned draft agenda - To be confirmed

Monday, 15 June 2015, afternoon

- Reduction of pollutant emissions from road vehicles - consideration of amendments / Łukacijewska
- Presentation by the LV Minister for Transport on conclusions of Presidency
- Promotion of tourism in Europe - presentation of draft report / De Monte
- Port Services - presentation of draft report / Fleckenstein

Tuesday 16 June 2015, morning (as of 10h00)

- Reduction of pollutant emissions from road vehicles - **vote** / Łukacijewska
- Catherine Trautmann, European Coordinator for the North Sea-Baltic Corridor
- Karel Vinck, European Coordinator for the European Rail Traffic Management System
- Debriefing of TTE Council by Commissioner BULC (in camera - Coordinators)

Tuesday, 16 June 2015, afternoon

- Presentation of the study on biofuels
- Karla Peijs, European Coordinator for the Rhine-Danube Corridor
- Laurens-Jan Brinkhorst, European Coordinator for the Mediterranean Corridor
- Presentation of SR 21/2014 by CoA Rapporteur on EU-funded regional airports

Meeting room: A5G-3

TRAN COMMITTEE MEETINGS 2015, BRUSSELS

Monday, 29 June, 15h00-18h30

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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