



TRANSPORT AND TOURISM

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



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15-16 June 2015



ADOPTION OF DRAFT OPINION

Reduction of pollutant emissions from road vehicles

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

The opinion calls on the Commission to submit a legislative proposal to include methane in the calculation of CO₂ emissions. This would mean that the greenhouse effect of methane would be expressed as its CO₂ equivalent for regulatory and consumer information purposes.



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The opinion also seeks to ensure that the increased total hydrocarbons (THC) emission limits for positive ignition vehicles would be offset by an overall reduction in the greenhouse effect of the total combined CO₂ and methane emissions from those vehicles.

The Committee also adopted amendments aiming to ensure that new motor vehicles are equipped with systems that assist eco-efficient driving. Fuel consumption meters should become a standard feature of new light-duty and heavy-

duty vehicles. In addition, the Commission should assess the appropriateness of requiring that gear shift indicators be fitted in more categories of vehicles. At present, this is only obligatory for passenger cars.



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The opinion was adopted with 35 votes in favour, 8 against and 1 abstention.

Timetable foreseen	
Vote in ENVI Committee	15 July 2015
Vote in plenary	October 2015 (tbc)

PRESENTATION OF DRAFT REPORTS

Promotion of tourism in Europe

Rapporteur: Isabella De Monte (S&D; IT)
Own initiative report

This own-initiative report will provide input to the Commission's reflections regarding new actions to be presented more in detail at the Annual European Forum on Tourism in September.



Against the background of its importance for the European economy as a factor for growth and employment, the tourism industry is faced with structural changes and a range of new challenges.

- accessibility;
- preservation of cultural and natural heritage;
- safety in tourism; and
- animal welfare.



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Timetable foreseen	
Deadline for amendments	24 June 2015
Vote in TRAN Committee	16 September 2015
Vote in plenary	October II 2015

Port Services

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

The Rapporteur emphasised that financial transparency, social aspects and training, and independent supervision were at the core of his report. He explained that market access aspects had been removed from the Commission Proposal as views on this issue were widely divergent.

The Rapporteur put forward some suggestions in the fields of the sharing economy, digitalisation, sustainable and responsible tourism and the promotion of Europe as the world's number one tourist destination. With regard to actions undertaken since 2010, the Rapporteur called on the Commission to report to Parliament on the use of funds allocated for tourism under the Structural Funds and the COSME Programme.

He was concerned about the deterioration of the working conditions in ports and stressed that workers should be offered decent and stable working conditions as well as adequate training. He also underlined the importance of social dialogue.

Members supported the draft opinion's general direction. The discussion touched on the following issues:

Due to the diversity of port management models in the Union, Mr Fleckenstein thought that a one-size-fits-all solution would not be desirable. Ports should be autonomous and free to organise their own services and business model.

- maritime tourism;
- the promotion of remote areas;

The Rapporteur stressed that substantial public money was invested in the port sector. Therefore, it was of utmost importance to ensure financial



transparency. This should boost competitiveness and ensure a level-playing field amongst actors. With regard to state aid, he recalled that the Commission was currently revising block exemption regulations. How ports will be taken into account will be a crucial point in relation to the Port Services Regulation. Members agreed that clarity was needed.



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Members supported the Rapporteur's approach regarding access to market and financial transparency. They agreed that pilotage and dredging should be exempt from the Regulation. Exemptions should also be granted to small ports to avoid disproportionate administrative burdens.

Although Members recognised the difficult working conditions in ports and the need for training, some could not agree on social provisions being included in the Regulation. Divergent views were also expressed with regard to port supervision.

A Member pleaded for a better EU seaport policy in a wider framework encompassing both environmental and social aspects, while others called for caution in order to avoid any negative impact on fully privatised ports.

Timetable foreseen	
Deadline for amendments	22 June 2015
Vote in TRAN Committee	15 September 2015
Vote in plenary	October II 2015

OUTGOING COUNCIL PRESIDENCY

Latvian Minister for Transport on conclusions of Presidency

Mr Matīss presented the main achievements of the Latvian presidency in the area of transport. The Presidency was giving priority to the interinstitutional negotiations on the technical pillar of the 4th rail package, as well as the discussions inside the Council on the political pillar.

The Presidency also reached agreement in Council on the technical requirements for inland waterway vessels, and finalised the formal procedures necessary for the adoption of the revised Directive on weights and dimensions and the revised Directive facilitating the cross-border exchange of information on road safety-related traffic offences.

The Latvian presidency also continued work on the air passengers' rights proposal. However, progress on all aviation files has been affected by the issue of the Gibraltar airport. The Minister referred as well to the Riga declaration of 6



March 2015 on Remotely Piloted Aircraft Systems (drones), which has paved the way for drones to be integrated into the future EU aviation system.



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Members congratulated Mr Matīss and welcomed the work carried out by the Latvian presidency in particular on the technical pillar of the 4th rail package, inland waterways, and drones. They expressed concern that the Juncker plan on EFSI should not undo the achievements of the Connecting Europe Facility and that the Gibraltar issue not be allowed to block all aviation legislation.

PRESENTATIONS

Catherine Trautmann, European Coordinator for the North Sea - Baltic Corridor

This corridor spans 8 Member States and includes 17 major urban nodes, 16 airports, 32 ports and 17 rail-road terminals.

Ms Trautmann highlighted several critical issues within the Corridor, such as interoperability

problems arising from differences in track gauges, axle loads and train length regulations. The fact that the European Rail Traffic Management System (ERTMS) is deployed at only 3 out of the 8 border crossings was also mentioned.

Rail freight capacities in urban nodes and port capacities in relation to the Motorways of the Seas, including connections to port hinterlands, were highlighted. She added that the road sector needed to address bottlenecks in urban areas, safety issues and the use of alternative fuels.

There are 291 different investment projects for this Corridor which makes project prioritisation essential. Ms Trautmann's focus was on the Rail Baltic project, which is currently on schedule to be finished by 2025.

In the discussion that followed, Members focused on:

- the Riga TEN-T Days;
- the political evaluation of the performance and cooperation of Member States;
- the Sea Basin strategy;
- the use of EFSI for Amsterdam and the use of the Juncker plan in general;
- the Swedish and Polish ports;
- the connection between Holland and the Eastern Europe via inland waterways;
- the importance of Finnish airports, in particular as trade hubs with China;
- the Rail Baltic project and the problems it faces, in particular the connection between Poland and Lithuania;
- the level of involvement for citizens and regional governments; and
- the progress of ERTMS deployment.



Karel Vinck, European Coordinator for the European Rail Traffic Management System (ERTMS)

ERTMS is a leading industrial EU project that aims to make rail transport safer and more competitive by providing common standards, allowing trains to operate across national borders. Mr Vinck stressed the need to put users, rather than designers, first when considering the design and deployment of projects. It was important to have a single piece of on-board equipment that would work on the entire network.

He introduced his 'Breakthrough Program 2015-2016' to accelerate the deployment of ERTMS. Its objectives were:

- to produce a stable set of specifications;
- the construction of interoperable and compliant infrastructure;
- the development of a transparent regulatory framework; and
- facilitation of ERTMS deployment via co-funding through Connecting Europe Facility and the use of innovative financial instruments.

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

- rail and passenger safety systems;
- high speed rail in suburban areas;
- cross border issues, in particular where incompatibilities between existing systems occur;
- the development of a single EU financial deployment system;
- the deployment of ERTMS outside Europe;
- the role of national railway agencies; and
- issues arising from imported rolling stock.

Study on the impact of biofuels on transport and the environment

The study provided information about the production and consumption of biofuel and related policies worldwide. The authors explained that biodiesel accounts for almost the entire increase in the Union's vegetable oil demand over the last decade. Half of this is met by imports, causing increased production of palm oil which leads to deforestation in some regions

The image shows a presentation slide with a blue header and a red main body. The header contains the text 'PRESENTATION' and the European Parliament logo. The main body contains the text 'POLICY DEPARTMENT STRUCTURAL AND COHESION POLICIES B' and the title 'THE IMPACT OF BIOFUELS ON TRANSPORT AND THE ENVIRONMENT, AND THEIR CONNECTION WITH AGRICULTURAL DEVELOPMENT IN EUROPE'. Below the title is a photograph of a corn cob on wheels. To the right of the photograph is a table with the following information: DATE: 16 June 2015, TIME: 15.00-16.00, ROOM: A5G-3. At the bottom of the slide, it says 'Committee on Transport and Tourism' and 'CHAIR: MR MICHAEL CRAMER'.

PRESENTATION

European Parliament

POLICY DEPARTMENT
STRUCTURAL AND COHESION POLICIES **B**

**THE IMPACT OF BIOFUELS
ON TRANSPORT AND THE
ENVIRONMENT, AND THEIR
CONNECTION WITH AGRICULTURAL
DEVELOPMENT IN EUROPE**

DATE
16 June 2015

TIME
15.00-16.00

ROOM
A5G-3

**Committee on
Transport and Tourism**

CHAIR:
MR MICHAEL CRAMER

The research shows that due to deforestation and high transport costs, the use of biofuels in the EU reduces greenhouse gas (GHG) emissions only if Indirect Land Use Change emissions are ignored.



Members highlighted the need for an efficient forestry strategy regarding the production of biofuels. They also expressed concern about the high cost and limited effects on GHG reduction through the promotion of biofuels. Members wanted to know which kind of biofuels were both environmentally friendly and economically viable. They were interested in the potential for increased efficiency in the use of current biofuels as well as for the introduction of future generations of biofuels.

The experts explained that the implementation of the second generation of biofuels is delayed due to the high costs of production and that the third generation of biofuels made of algae is still in the R&D phase.

Karla Peijs, European Coordinator for the Rhine-Danube Corridor

This Corridor connects central regions around Strasbourg and Frankfurt to the Black Sea via Southern Germany, Vienna, Bratislava and Budapest. It has an additional branch connecting Munich, Prague, Zilina and the Ukrainian border. The Main and Danube waterways provide the backbone to the Corridor.

Ms Peijs highlighted:

- the modernisation of cross-border connections;
- the removal of bottlenecks, in particular in Austria, Slovakia, Hungary and Romania;
- the upgrade of the Danube and Sava rivers to allow sustainable and reliable transport; and
- national bottlenecks.

Around €64 billion of investment is needed, which will be divided across the different transport sectors with 65% going to rail. She presented her main priorities as being:

- cross border links for rail and inland waterways;
- major rail connections, particularly in Romania;
- the development of a multimodal network for ports and inland waterways;
- urban nodes;
- the implementation of ERTMS;
- River Information Services and the Intelligent Transport Systems; and
- a modal shift away from road transport.

The discussion with Members focused on:

- the application of existing Rhine legislation to the Danube;
- the possibility of Chinese and Arab investment in the Corridor;
- the Romanian government's plan to close a significant part of its rail network;
- a connection between the Elbe and Danube rivers;
- bottlenecks on the Danube;
- the harmonisation between Corridor objectives and the national master transport plans 2014-2020;
- the decline of inland waterway transport and its effect on the Corridor; and
- whether investments should be made in new shipping technologies and ships or in upgrading the rivers.



Laurens-Jan Brinkhorst, European Coordinator for the Mediterranean Corridor

This Corridor links the South-Western Mediterranean region to the Hungarian border with Ukraine and stretches about 3 000 km.

The main issues for this Corridor are:

- the need to alleviate capacity constraints and counteract line saturation;
- cross border issues and the need to upgrade and modernise;
- interoperability questions arising from the use of different rail gauges, varying maximum train lengths, axle loads and signalling systems; and
- issues of multimodality, as last-mile connections are not always ensured.

Mr Brinkhorst highlighted his priorities as:

- completion of missing key sections, such as the Lyon-Turin or Montpellier-Perpignan sections;
- ensuring full interoperability across the entire Corridor;
- full connectivity of maritime and inland waterway ports;
- the successful and efficient deployment of ERTMS; and
- the development of urban nodes.

In order to achieve this, a change from a national to a European mind-set is essential.

In the follow-up discussion, Members raised:

- the historically isolated nature of the Iberian rail network and how to ensure a smooth connection with the rest of Europe;
- interoperability issues of tunnels;

- alternatives to the proposed Montpellier-Perpignan section and the associated costs;
- the possible rail circumvention of Lyon via the south-east;
- the progress of the Lyon-Turin base tunnel and its costs;
- the possibility of a north-south connection between the Rhine and Rhone;
- the distribution of financing among the modes of transport including the Juncker plan;
- the effect of a doubling of the Suez Canal on the Corridor;
- connection opportunities for the western Balkans;
- modal shift away from road transport;
- the possibility of Chinese investment; and
- the involvement of citizens.

Presentation of the Special Report by the European Court of Auditors on EU-funded regional airports

The report suggested that EU-funded investments in airports have not generated the expected results and have produced poor value for money. Due to a lack of adequate planning and forecasting, some of the funded airports were situated too close to one another, while others were too big for the number of planes and passengers involved.

Members underlined the importance of public support for the development of regional airports which are essential in guaranteeing connectivity, job creation and growth in many European areas. Members also discussed the negative effect of the financial crisis which could explain the difference in forecasted and actual traffic flows.



They acknowledged the need for better supervision in the allocation of funds during the 2014-2020 programming period.

NEXT TRAN COMMITTEE MEETING, BRUSSELS

Planned draft agenda - To be confirmed

Monday, 29 June 2015, afternoon

- Exchange of views with the General Rapporteur for Budget, Mr Fernandes / Salini
- Exchange of views with the Commission on Masterplan Romanian railway system
- Follow-up to Germanwings crash - Exchange of views with Executive Director of EASA and European Commission representative
- Exchange of views with DG COMP on State aid in transport infrastructure
- Feedback on trilogues (Fourth Railway package)

Meeting room: JAN 6Q2

TRAN COMMITTEE MEETINGS 2015, BRUSSELS

Monday, 13 July, 15h00-18h30

Tuesday, 14 July, 9h00-12h30

Tuesday, 14 July, 15h00-18h30

Monday, 31 August, 17h00-18h30 (new)

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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