



TRANSPORT AND TOURISM

TRAN



# TRAN NEWS

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



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13-14 JULY 2015



## ADOPTION OF DRAFT REPORT

### White paper on transport

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

The report assesses the implementation of the 2011 White Paper as input to the mid-term review planned for later this year. It looks at what has been accomplished as well as the challenges for the completion of the Single European Transport Area and sustainable mobility.



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It points out that the mid-term review should maintain the ambition of the objectives set in 2011, while increasing and streamlining efforts to meet them. It focuses on the steps needed in all transport modes to achieve the vision of a more efficient, sustainable, competitive and integrated transport system.

The report proposes a set of actions to achieve the White Paper's goals, placing emphasis on:

- promoting economic growth and maintaining the industry's competitiveness;

- developing a modern transport infrastructure in Europe;
- putting innovation at the service of transport users;
- mitigating transport's environmental impact by reducing greenhouse gas emissions;
- shifting the balance between modes of transport and ensuring co-modality;
- 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.

The report was adopted with 38 votes in favour, 3 against and 5 abstentions.

Timetable foreseen	
Vote in plenary	September 2015

## ADOPTION OF DRAFT OPINIONS

### Towards European Energy Union

Rapporteur: Henna Virkkunen (EPP; FI)  
Opinion to the ITRE own initiative report

The opinion welcomes the Commission's vision of a sustainable, low-carbon and climate-friendly energy union with an integrated continent-wide energy system and the completion of the internal energy market based on competition and securing energy supply. Members believed that implementation of the energy union will reduce Europe's dependence on non-European countries.



They considered that global rules, agreed within the International Civil Aviation Organization and the International Maritime Organization, were needed so that aviation and maritime CO2 emission targets were met. They pointed out that reciprocal environmental standards would be essential to maintain the competitiveness of European industries.



The opinion notes that transport represents over 30% of total energy consumption in Europe and 94% of transport relies on oil products. Since 70% of Europeans live in cities, Members called for targeted measures from Member States, in collaboration with local and regional authorities, to ensure smooth, safe, cost-effective, energy-efficient and affordable public transport.

The opinion was adopted with 40 votes in favour, 6 against and 0 abstentions.

Timetable foreseen	
Vote in ITRE Committee	13 October 2015
Vote in plenary	November 2015

### Towards a new international climate agreement in Paris

Rapporteur: Bas Eickhout (Green/EFA; NL)  
Opinion to ENVI own initiative report

The opinion welcomes the objectives of the EU's Contribution to the COP21 Climate Conference. It stresses the need for both the Commission and Member States to pay more attention to the transport sector. It calls for the Paris Protocol to include Greenhouse Gas reduction targets that are consistent with a global carbon budget in line with the 2 degree objective.

Members believed that improving the energy efficiency of transport should be one of the top European transport priorities as, without a greater focus on reducing emissions from this sector, overall climate targets could not be reached. They also called on the Commission to promote public transport, shared mobility, walking and cycling, particularly in densely populated areas.

The opinion highlights the need to support an ambitious shift to more sustainable energy and to diminish dependency on fossil fuels and imported energy. It calls on the Commission to ensure adequate investment funding, including climate funds, for those transport projects which will have a positive environmental impact.

The opinion was adopted with 40 votes in favour, 4 against and 2 abstentions.

Timetable foreseen	
Vote in ENVI Committee	23 September 2015
Vote in plenary	October 11 2015



## PRESENTATION OF DRAFT REPORT

### Remotely piloted aircraft systems

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

Members discussed how the Commission should develop an EU regulatory framework for drones as part of its aviation package. They agreed that drone technology had high potential, multiple possible uses and offered the prospect of significant economic growth. However, they also considered data and privacy protection to be paramount.



The Rapporteur called on her colleagues to send a clear message to the Commission. She supported a global and non-prescriptive regulatory approach. The Commission welcomed the report and agreed that it was necessary to speed up the process and develop safety rules.

Members also tackled a number of specific issues including:

- recreational and commercial uses for drones;
- the role of the European Aviation Safety Agency and the International Civil Aviation Organization;
- registration;
- liability;
- qualifications and training of operators;
- drone labelling; and
- traceability.

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

## PRESENTATION OF DRAFT OPINIONS

### Budget 2016

Rapporteur: Massimiliano Salini (EPP; IT)  
Budget procedure, opinion to BUDG

The Rapporteur stressed that investment in strategic transport infrastructure was of utmost importance for growth in Europe. Parliament should therefore remain very attentive to the level of available EU funds and to the relation between investments undertaken within the framework of the European Fund for Strategic investments (EFSI) and the Connecting Europe Facility (CEF). He also recommended emphasising sustainable urban transport and favoured a specific budgetary line for tourism given the importance of this sector.



With regard to EFSI, Members noted that the budget was in line with the agreement reached with Council. They underlined that Parliament would need to remain attentive each year to ensure that the CEF retained as much funding as possible.

Members regretted Council's wish to cut resources for agencies such as the European Railway Agency and the Innovation and Networks Executive Agency. They recalled that some agencies had recently been given additional some tasks; reducing their budget and personnel was not acceptable.

Some Members insisted that full transparency would be needed with regard to the selection of TEN-T projects. They also highlighted the importance of the Research Framework Programme, Horizon 2020, for the transport sector.

Timetable foreseen	
Deadline for amendments	22 July 2015
Vote in TRAN Committee	31 August 2015
Vote in plenary	October 2015 (tbc)

### Visa Package

Rapporteur: István Ujhelyi (S&D; HU)  
Ordinary legislative procedure, opinions to LIBE

The 2 draft opinions were presented jointly by the Rapporteur, who expressed his overall support for the Commission's proposals.

Tourism is the third largest economic sector in the EU and plays an essential role in stimulating growth and jobs. Visa policy is key to enhancing

tourism and business activities, in particular from the "BRIC" countries (Brazil, Russia, India, China). The current framework for short-stay visas within the Schengen area needs to be simplified and harmonised with clearer criteria to attract more travellers, while at the same time preventing irregular migration and protecting European security interests.



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Members supported the proposed measures including:

- reducing deadlines for visa applications;
- facilitation for regular travellers;
- issuing multiple-entry visas; and
- simplifying applications forms.

They underlined the need to tackle concerns related to security and irregular migration by coordinating effectively with the relevant European and national bodies.

Members supported the development of a Schengen website to facilitate applications and



provide comprehensive information to visa applicants. They were also in favour of the creation of a touring visa, which would allow third-country nationals to move around in the territories of two or more Member States for between 90 days and one year (with a possible one year extension), provided that there were limitations on the time spent in any one Member State. This would be particularly suitable for third-country artists, academics and researchers staying in Europe.

- Discussing the EU's long-term transport policy, as part of the mid-term review of the White Paper on Transport;
- Exploring ways to promote cycling and sustainable urban mobility;
- Improving road safety, in particular in terms of reducing the number of serious injuries; and
- Addressing social issues in road haulage.

Timetable foreseen	
Deadline for amendments	6 September 2015
Vote in TRAN Committee	13 October 2015
Vote in plenary	tbc

### **INCOMING COUNCIL PRESIDENCY**

#### **Luxembourg Minister on transport priorities of Presidency**

François Bausch presented the main priorities of the Luxembourg Presidency, including:

- Reaching a political agreement on the market pillar of the 4th Railway Package at the 8 October Council meeting, and then starting negotiations with Parliament;
- Advancing on the revision of the air passengers' rights proposal, in spite of the current stalemate on all aviation files owing to the dispute concerning Gibraltar airport;
- Intensifying efforts for the decarbonisation of transport, in view of the UN Climate Change Conference 2015 in Paris;



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Members focused in particular on the following issues:

- Fourth Railway package;
- Aviation Package;
- Competition in the aviation market
- Road safety
- Promotion of cycling;
- Inland waterways;
- Social aspects in transport;
- European Fund for Strategic Investment; and
- Passenger rights;



## PRESENTATIONS

### Brian Simpson, European Coordinator for Motorways of the Seas

The Motorways of the Seas (MoS) aim to develop maritime transport's potential as the backbone of international trade. Ships transport around 40% of internal and 75% of external trade. Mr Simpson highlighted that MoS also sought to connect ports to their hinterland, to other ports and to connect TEN-T Corridors to third countries.

47 MoS projects were distributed across three priority areas:

- Environmental protection (in particular reducing sulphur emissions);
- Integrating maritime transport in the logistics chain; and
- Maritime safety, traffic management and the human element.



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Mr Simpson concluded by giving an overview of the way ahead, including the Detailed Implementation Plan and a new Call for projects

in October, as well as a review of the 1<sup>st</sup> MoS CEF Call. He highlighted how oversubscribed this Call had been (€350 million was available when €640 million had been requested).

Members raised:

- The need to improve intermodal connections, in particular with rail and inland waterways;
- The impact of MoS on the geostrategic position of the EU;
- Increased migration across the Mediterranean and the EU maritime security strategy;
- Emission control and the use of Liquefied Natural Gas and methanol in ships;
- Issues relating to the Sulphur Directive and the Clean Water Directive.
- The development of Megaships;
- The impact of global maritime developments, such as the New Suez Canal;
- The importance and development of Short Sea Shipping;
- The human element in relation to seafarers and the gender gap;
- Port regulation, competition between ports and the need to promote regeneration of failing ports; and
- The need for an effective communications strategy;



## **Pat Cox, European Coordinator for the Scandinavian Mediterranean Corridor**

This Corridor represents a crucial transport axis, connecting Finland in the north to Malta in the south, covering 16% of EU territory and 27% of EU GDP. It spans 7 Member states and includes 18 urban nodes, 19 core airports, 25 core ports and 44 Rail-Road-terminals.

Mr Cox discussed the Corridor's compliance with the TEN-T guidelines, in particular issues in rail and road transport. He highlighted the critical issues across his Corridor, including:

- the construction of missing links such as the Brenner Base Tunnel or the Fehmarn belt Fixed Link and their required access routes;
- port hinterland connections;
- alternative fuel usage;
- the need for upgrades to infrastructure; and
- the Berlin-Brandenburg and national bottlenecks.

Mr Cox discussed his priorities for the Corridor, including cross-border connections, missing links, last mile connections to ports and the implementation of the European Rail Traffic Management System (ERTMS). He argued that the urban nodes and policies on noise and sustainability had to be further developed. He also mentioned the need to improve communication strategies and advocated the establishment of a best practice ideas laboratory.

Mr Cox outlined his governance approach, and the financial issues faced by the Corridor. He concluded that it was time to move from design to implementation.

In the debate, Members focused on:

- The importance of Finnish projects in relation to a trade route to Russia and Asia;
- The level of cooperation with Member States;
- The Ideas Laboratory and its possible future, potentially allowing cities to continue the initiative;
- Cooperation with the Motorways of the Seas and ERTMS Corridors;
- The development of the Fehmarn Sund;
- The 'Y-Trasse' rail project in northern Germany;
- Financing options including EFSI and CEF;
- The intersection and cooperation with the Rail Baltica Project;
- Cross-border sections and incentives for Member States;
- The bottleneck around Hamburg; and
- The Trelleborg-Rostock connection as an additional route.

## **Kurt Bodewig, European Coordinator for the Baltic-Adriatic Corridor**

This 2 400 km long Corridor connects the Baltic ports of Poland to the ports of the Adriatic Sea. It spans across 6 Member States and contains 13 major urban nodes, 13 core airports, 10 core ports, 30 Rail-Road Terminals and a total of 16 cross-border sections.

Mr Bodewig discussed the Corridor's limited compliance with the TEN-T Regulation in terms of train length and ERTMS implementation. He said six rail and two road cross-border sections needed improvement along with two missing links: the Semmering Base Tunnel and the Koralm Tunnel. He believed that addressing national bottlenecks was crucial. The Corridor priorities should focus on





cross-border sections and major tunnels as well as last mile connections for ports and the developments of urban nodes. ERTMS implementation was also of high importance.

Mr Bodewig concluded by giving an overview of the work plan, highlighting detailed market analysis, an extensive consultation process including working groups and forums, and the Christophersen-Bodewig-Secchi report.

In the lively debate that followed, Members discussed:

- Development in the Alpine region;
- The port of Venice project;
- Infrastructure projects in Poland, including rail freight routes;
- Financing options using the Juncker Plan and CEF, as well as project bonds;
- Environmental concerns in relation to major tunnel projects;
- Road projects and bottlenecks, especially in the Czech Republic;
- The role of inland ports and inland waterways;
- The impact of the 4th Railway Package; and
- The Bratislava-Ljubljana route as an alternative to cross-Alpine tunnels.

### **European Court of Auditors Special Report 1/2015 on Inland Waterways**

Ms Ivanova explained that, on the basis of audits of 12 projects, the Court of Auditors had concluded that there was no significant increase in inland waterway's share of overall transport and in navigability conditions since 2001. She emphasised that the EU inland waterways strategy was not based on a robust analysis and that it lacked precise objectives.

She mentioned that funding gaps, limited resources and lack of coordination between national strategies were the main obstacles to successful implementation of EU inland waterway transport policy. She invited the Commission to define plans to identify bottlenecks and to set, with Member States, specific objectives and milestones to eliminate these bottlenecks.



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Members expressed concern regarding the lack of positive results achieved by EU funding. They recalled that more than €1 billion had already been used to improve the EU network. They therefore insisted on the need to define common objectives at EU level to ensure cost-effective use of public money. They regretted that investments at national level were not proportionate to real needs and the lack of cross-border coordination.

The Commission replied that NAIADES II and the revised legislation on TEN-T and CEF had set more precise objectives for inland waterway transport. There was now a legally binding framework, which should improve the situation.



## **NEXT TRAN COMMITTEE MEETING, BRUSSELS**

### **Planned draft agenda - To be confirmed**

Monday, 31 August 2015, afternoon

- Budget 2016 - **vote**/ Salini

Meeting room: ASP A5G3

## **TRAN COMMITTEE MEETINGS 2015, BRUSSELS**

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

Tuesday, 22 December, 15h00-18h30 (tbc)



## 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/>

DG MOVE newsletter:

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

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