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9-10 NOVEMBER 2015



ADOPTION OF DRAFT REPORT

Sustainable Urban Mobility

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

The report acknowledges that the work undertaken to achieve sustainable urban mobility at European level and in many cities has been positive and should be continued.



It points out the importance of land planning, supported by Information and Communications Technologies, to create smooth and safe transportation networks as well as to reduce CO2 emissions, noise and air pollution. It encourages national and local authorities to draw up sustainable urban mobility plans. In this context Member States and local authorities are invited to rethink speed management, intensify efforts on intelligent transport systems and optimise freight logistics in cities.

The report points out that there is a need for a holistic approach towards air pollution in Europe. It therefore calls on the Commission to put forward effective measures to enable Member States to comply with the Ambient Air Quality Directive and on competent authorities to take preventive measures to improve air quality. Actions should aim at increasing the use of public transport, car-sharing and car-pooling services and non-motorised transport, including setting ambitious targets for cycling.

Energy efficiency and use of low-carbon and renewable energy are key to achieving sustainable urban mobility and to protecting climate. The report also recalls that intelligent transport systems make mobility more efficient, fluid and environmentally-friendly. The Commission and the Member States are invited to put ambitious measures on 'Sustainable Urban Mobility' on the agenda of the forthcoming Paris Conference on Climate Change.

Finally, the report welcomes the Commission's efforts to coordinate EU initiatives in the field of sustainable urban mobility and to encourage exchanges of best practice. It underlines cost and financing aspects, while calling on the Commission, Member States and local authorities to make use of the new possibility to finance urban projects within the Connecting Europe Facility.



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The report was adopted with 37 votes in favour, 5 against and 5 abstentions.

Timetable foreseen	
Vote in plenary	December I 2015



ADOPTION OF DRAFT OPINION

Towards a Digital Single Market Act

Rapporteur: Merja Kyllönen (GUE/NGL; FI)

Opinion to ITRE and IMCO, own initiative report

The opinion welcomes the Commission's Communication "A Digital Single Market Strategy for Europe". Members emphasised that the implementation of digitalisation and the enhanced deployment of interoperable Intelligent Transport Systems are key tools to improve the European transport system's efficiency and productivity. They called for an assessment of how the EU's regulatory framework was adapted to the new digital age.

Members noted that the digitalisation of the transport and tourism sectors provides Europe with new business opportunities and jobs and plays a central role in transforming European cities into smart cities. Thus, in-service training programmes for workers are essential to keep pace with technology.

They acknowledged that digitalisation may lead to structural changes and emphasised the need to embrace new business models, digital platforms and services based on digitalisation and the sharing economy.

The opinion asks the Commission to harmonise the regulatory framework to encourage innovation and services for mobility and logistics, including those based on the sharing economy, and calls for geo-blocking of transport-linked services to be prevented.

The opinion was adopted with 41 votes in favour, 4 against and 0 abstentions.

Timetable foreseen	
Vote in ITRE and IMCO	14 December 2015
Vote in plenary	January 2016

ADOPTION OF AGREEMENT

Approval of the agreement on the Fourth Rail package technical pillar

– **Interoperability of the rail system within the European Union (recast) 2013/0015(COD)**

Rapporteur: Izaskun Bilbao Barandica (ALDE, ES)

The agreement was approved with 38 votes in favour, 4 against and 3 abstentions.

– **Railway safety (recast) 2013/0016(COD)**

Rapporteur: Michael Cramer (Greens/EFA, DE)

The agreement was approved with 37 votes in favour, 5 against and 3 abstentions.

– **European Union Agency for Railways and Repealing Regulation (EC) No 881/2004 2013/0014(COD)**

Rapporteur: Roberts Zīle (ECR, LV)

The agreement was approved with 38 votes in favour, 4 against and 3 abstentions.





CONSIDERATION OF DRAFT OPINION

Recommendations to the European Commission on the negotiations for the Trade in Services Agreement (TISA)

Rapporteur: Wim van de Camp (EPP; NL)
Opinion to INTA, own initiative report

The Rapporteur explained that his draft opinion focused on the areas of the negotiations – aviation, maritime and delivery services – for which the Committee was responsible. These sectors offered significant opportunities for European companies if they could compete on equal terms. More general topics should be left to the International Trade Committee.

Several Members endorsed this approach, favouring the removal of unnecessary rules and increased legal certainty, particularly for European ship-owners. Some mentioned specific regulatory barriers imposed by the United States. Other Members insisted that the agreement should not weaken EU social and environmental standards. They were also concerned about public services and the transparency of the negotiating process.

The Commission representative acknowledged the importance of the maritime sector. He said that the negotiating process allowed particular sectors, such as public transport services, to be protected. The Commission had provided the International Trade Committee with detailed negotiating texts.

Timetable foreseen	
Vote in committee	10 November 2015
Vote in INTA	10 December 2016
Vote in plenary	January 2016 (tbc)

PRESENTATIONS

Results of REFIT check: EU passenger ship safety legislation by DG MOVE

The Commission explained that the current EU legislation on passenger ship safety had been assessed as 'fit for purpose'. However, it could be streamlined. There was a need to clarify the definition of the ships falling within the scope of the directives by removing ships of less than 24 metres. Overlapping ship inspection regimes should be eliminated and access to passengers' lists in case of accidents improved. The Commission also intended to contribute to the development of ship stability standards within the framework of the International Maritime Organization (IMO).

Members asked for clarification regarding the timing, procedure and exact scope of the revisions the Commission proposed. They underlined the need for harmonized rules that were correctly enforced. They also advocated a cautious approach in a sector largely covered by international rules.

Members expressed concern that EU standards, which are usually more stringent than those of the IMO, would not apply to non-EU flagged ships sailing in EU waters. A Member stressed that passengers' safety should be of prime concern independently of subsidiarity issues.

Other Members questioned the Commission's proposal for substantial modifications to the passenger-ship damage-stability standards within the IMO framework. They underlined that the industry concerned had not been consulted and that the proposed changes would entail high costs.



Report on MH17 crash - discussion with Dutch Safety Board Vice President, Erwin Muller, and EASA Executive Director, Patrick Ky

Mr Muller presented the conclusions of the Dutch Safety Board (DSB) investigation into the MH17 crash. Mr Ky addressed threats civil aviation was facing, the actions undertaken by the Agency since the MH17 incident and the challenges ahead.

Mr Muller recalled that on 17 July 2014, Malaysia Airlines flight MH17 from Amsterdam to Kuala Lumpur had been shot down by a BUK surface-to-air missile, fired from the Eastern part of Ukraine, killing all 283 passengers and 15 crew members.



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The investigation showed that many other airlines had used the same flight route in the days preceding the crash, despite the ongoing conflict in the region. He concluded that there was a moral obligation to draw the lessons from the crash and to improve the existing system where States had sovereignty over their airspace and airlines some margin of manoeuvre as regards flying over conflict zones.

Mr Ky agreed that the current alert system had to be improved to avoid information vacuums and multiple decision-making processes. The

Agency had set up a High Level Task Force to identify how European stakeholders could respond more effectively to risks arising from conflict zones. The issues of information sharing, coordination and cooperation within and between States had to be tackled efficiently.

Members shared the views expressed by Mr Muller and Mr Ky. There was general agreement that existing risks required more than just a national approach and that risk assessments should be undertaken according to a structured and centralized process. Several Members called on Member States and their intelligence services to cooperate fully and to participate in a European/global alert system.

Mr Muller considered that passengers should be informed about the flight route beforehand. This would lead to more pressure on airlines. He stressed that the aviation sector was one of the most eager to learn. He also explained that the issue of liability was not addressed by the DSB investigation report and that the ongoing criminal investigation would answer this question.

Mr Ky pointed out that the ICAO web-based repository and Eurocontrol were both based on the State-sovereignty principle and its linked weaknesses. Instead, focus should be on the risk assessment. Passengers had the right to be sure that airlines had all relevant information for operating safely.

Next CEF work programme in view of 2nd CEF Call for Tender, by DG MOVE

Under the Connecting Europe Facility (CEF), €24 billion is available to co-finance transport projects mainly through direct non-refundable financial support grants. €11.3 billion is earmarked for the Cohesion countries. Annual and multi-annual work programmes are used to select the priorities and total amount of financial support in a given year.



Mr Onidi, Director, DG MOVE, explained that, during the first call in 2014, €13 billion was allocated. With a total amount of €7.6 billion for 2015, focus is put on innovation, new technologies and traffic management systems, as well as on the Core Network in the Cohesion envelope.

He added that the CEF financial instruments could be linked to the European Fund for Strategic Investment financial instrument. With a wider eligibility, EFSI can finance TEN-T related projects but also infrastructure, telematics application systems or projects related to sustainable urban transport.

The Committee was generally supportive of the 2015 work programme but some Members expressed concerns about the horizontal integration and the use of remaining funds under the CEF. Some stressed that its main focus should be on making the best use of available resources involving synergies with EFSI.

On the question of whether peripheral projects outside the Core Networks were adequately taken into account, the Commission replied that the first call had focused on big projects. However, these concerns would be taken into account next time.

Others members drew attention to cross-financing issues that could ensure that bigger projects were only financed if smaller projects were financed in parallel. Some asked about the use of risk compensation for investors. The Commission replied that they will encourage the EIB to invest in projects with higher risks.

They could also be linked to thematic investments such as the European Rail Traffic Management System, green shipping or alternative fuels. Members were also reassured that unsuccessful applications could be re-submitted.

HEARING

Hearing on 'Contribution of the transport system to the EU's objectives on climate energy'

Mr Pargneau (Vice-Chair of the ENVI Committee and Rapporteur for "Towards an international climate agreement in Paris") presented and described different proposals concerning transport that would contribute to not exceeding a two degree increase in the planet's temperature.

Three speakers evaluated transport's contribution to climate change. They noted that transport was the only EU sector whose Greenhouse Gas (GHG) emissions had risen since 1990.



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Claus Seibt (Wuppertal Institute for Climate, Environment and Energy) described the risk of transport and mobility emissions growing out of control. Transport was still a major cause of air pollution, especially in urban areas. Transport's



total emissions were foreseen to increase by almost 20% between 2010 and 2050. A modal shift toward trains and shipping would help counteract this. In the Paris negotiations (COP21), international transport could not be excluded as it had been in previous negotiations.

Hans Bruyninckx, (European Environment Agency Executive Director) noted that technological advances had significantly reduced air pollutants in spite of traffic growth. However, it was unclear whether the decline in transport emissions since 2008 was only due to the economic downturn or if it would be sustained. Laboratory tests used to measure fuel consumption and emissions give an unduly favourable impression compared to actual use on the road.

The increasing use of diesel and rapid growth in air and maritime transport were having a negative impact. Major efforts will be needed to achieve the 60% GHG reduction by 2050 from 1990 levels under a scenario of increasing transport activity.

Peter Vis (DG MOVE) noted that, in preparation for the Paris negotiations, 150 countries, covering almost 90% of the world's greenhouse gas emissions, have made policy pledges. In Europe, transport accounts for 24% of all greenhouse gas emissions and 32% of the energy-use. Its decarbonisation is therefore both a matter of sustainability and security of energy supply.

As road transport is likely to continue to be predominant, the Commission's aims to achieve decarbonisation through strengthening CO2 standards for passenger cars and vans, promoting alternative fuels, including electrification, and improving transport systems' efficiency.

EU policies also aim at enabling a shift towards the least polluting modes of transport - rail and

inland waterways. This requires the construction of missing infrastructure links, which the EU supports financially. It also requires complementary policies at the local level, such as encouraging clean public transport and cycling.

Mr Vis agreed that the negotiating text for COP-21 in Paris must refer to the need for the International Civil Aviation Organisation and International Maritime Organisation to agree upon effective measures that will address GHG emissions from international transport.

Petr Dolejsi (European Automobile Manufacturers Association) emphasised transport's importance for the economy and individuals. Technology was continually advancing, leading to lower emissions. However the average EU car was 10 year old.

A level playing-field was needed. Most forms of transport had increased in size since 2000 but trucks were still limited to 18.75 meters.

Alternative fuels, including electric vehicles, eco-driving and infrastructure investment, all had a role in tackling transport's CO2 emissions. For urban transport, integrated mobility solutions and car sharing were priorities. Low emission zones and access restrictions needed to be harmonised.



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Solutions needed to be economically feasible. Other countries must follow the EU's lead; otherwise the European economy would suffer while the climate problem remained.

Edmund Hughes (International Maritime Organization) explained the important role of the maritime traffic which carried 90% of world trade. While shipping's contribution to GHG emissions was small and newer ships produced lower emissions, traffic was growing rapidly.

Eric Dautriat (Clean Sky) explained this was a research programme, involving a public-private partnership, to develop new technology to enhance aviation's environmental performance. The international target was to improve fleet fuel efficiency by 1.5% per year until 2020. The aim then would be to cap net emissions through carbon neutral growth with a emission target for 2050 of half the 2005 level.

TRAN COMMITTEE MEETINGS 2015, BRUSSELS

Monday, 7 December, 16h00-17h30
Monday, 21 December, 15h00-18h30
Tuesday, 22 December, 9h00-12h30
Tuesday, 22 December, 15h00-18h30 (tbc)

TRAN COMMITTEE MEETINGS 2016, BRUSSELS

Monday, 25 January, 15h00-18h30
Monday, 15 February, 15h00-18h30
Tuesday, 16 February, 9h00-12h30
Tuesday, 16 February, 15h00-18h30

NEXT TRAN COMMITTEE MEETING, BRUSSELS

Planned draft agenda - To be confirmed

Thursday, 3 December, morning:

- Recommendations to the European Commission on the negotiations for the Trade in Services Agreement (TiSA) - vote;
- Presentation by Commission of a comitology measure on classification of serious infringements in road transport;
- Presentation by EMSA Executive Director, Mr Mylly
- Tourism Task Force - Presentation by Secretary General of UNWTO.

Meeting room: JAN 6Q2



USEFUL LINKS

TRAN website:

<http://www.europarl.europa.eu/TRAN>

Policy Department Publication in the European Parliament:

<http://www.europarl.europa.eu/committees/en/supporting-analyses.html>

European Aviation Safety Agency newsletters:

<http://easa.europa.eu/communications/general-publications.php>

European Railway Agency newsletters:

<http://www.era.europa.eu/Communication/Newsletter>

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://ec.europa.eu/inea/en>

DG MOVE newsletter:

<http://ec.europa.eu/transport/newsletter>

Luxembourg Presidency of the Council:

<http://www.eu2015lu.eu>

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