



TRANSPORT AND TOURISM

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12-13 October 2015



ADOPTION OF DRAFT OPINIONS

Visa package: Union Code on Visas and Touring Visa

Rapporteur: Istvan Ujhelyi (S&D; HU)
Opinions to LIBE, ordinary legislative procedure

The opinions aim to facilitate visa procedures so as to make the Schengen area more accessible to third country nationals and boost economic growth, particularly in the tourism sector.

In the revision of the Visa Code, most amendments sought to further improve applicants' rights through more precise deadlines and information about remedies in case a visa was refused. They would offer additional possibilities to lodge a visa request in EU consulates and lower fees for applicants under 30 years old.

The Committee also wished to introduce less stringent conditions for applicants to be considered as "Visa Information System registered travellers". This status opens the way to a multiple entry visa. There was also interest in setting up an online registration system for visas delivered at a Member State's external border.

Most Members supported the introduction of a Touring Visa for third country nationals planning to stay on the territory of two or more Member States for more than 90 days. However, some expressed concern about additional administrative burdens on consulates and security risks.

The Union Code on Visas opinion was adopted with 40 votes in favour, 2 against and 2 abstentions. The Touring Visa opinion was adopted with 36 votes in favour, 4 against and 4 abstentions.

Timetable foreseen	
Vote in LIBE	30 October 2015 or 1 December 2015 (tbc)
Vote in plenary	January 2016 (tbc)



Situation in the Mediterranean and need for a holistic EU approach to migration

Rapporteur: Merja Kyllönen (GUE/NGL; FI)
Opinion to LIBE, own initiative report

Recognising the efforts of commercial ships and their crews in assisting search and rescue operations in the Mediterranean, the Committee proposed measures to reduce pressure on the maritime sector caused by the ongoing crisis. The opinion stressed that EU and Member State authorities should provide assistance in the first instance. They should provide sufficient resources and cooperate closely. Voluntary helpers should not be penalised by Member States for their humanitarian aid. The Commission should revise the rules for implementing the Schengen Agreement in this regard.

The Committee urged Member States and the EU to address the causes of the crisis, tackling also human trafficking and smuggler networks. Frontline Member States should be assisted in particular and cooperation with Turkey and other third countries strengthened. Members stressed that legal and regulated immigration channels should be opened with responsibility for these being shared among all Member States. Land and sea routes should be established so that



refugees can be moved out of conflict zones under safe and secure conditions.

The Committee was concerned that the recent reintroduction of border controls put the Schengen system at risk and hindered transport. The Commission should develop rapid measures to ensure the transport system can function smoothly and to maintain the free movement of people.

The opinion was adopted with 34 votes in favour, 9 against and 1 abstention.

Timetable foreseen	
Vote in LIBE Committee	January 2016 (tbc)

CONSIDERATION OF AMENDMENTS

Market access to port services and financial transparency of ports

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

The Rapporteur highlighted the main issues currently under discussion, including market access, organisation of port services, financial transparency and training requirements for dock workers. He also insisted on the need to provide ports with flexibility, given the diversity of their services. He regretted that the Commission would not deliver the proposal amending the guidelines on state aid and the regulation on block exemption by the end of the year.

Members generally supported the Rapporteur in terms of market access, financial transparency and training. However, some Members believed that workers' rights should be the exclusive responsibility of Member States and should be left to the partners of the Social Dialogue on Ports.



Members also insisted on receiving clear and timely information on state aid in order to ensure fair competition. They underlined that the current uncertainty was detrimental to the port sector and expected that the proposal to revise the Block Exemption Regulation would have been adopted before voting on this report.

Members further explained that the scope of the Port Services Regulation should take into account the specificities of ports. Clarity between the current Proposal and the Concession Directive and confidentiality of commercial information were important issues to be considered.

Timetable foreseen	
Vote in committee	10 November 2015
Vote in plenary	15 December 2015

PRESENTATIONS

Péter Balázs, European Coordinator for the North Sea-Mediterranean Corridor

The North Sea-Mediterranean Corridor represents a crucial transport axis, stretching from Ireland and the United Kingdom through the Netherlands, Belgium and Luxembourg to the South of France. It represents 40% of the EU inland waterway



network. Until 2014, €1.6 billion had been allocated to the corridor.

Critical issues include:

- Cross-border inland waterway sections such as the Seine-Nord Europe Canal or the Ghent-Terneuzen lock system related to the Seine-Escaut(Scheldt)-Rhône canal project;
- Addressing rail bottlenecks in Paris, Lyon, Strasbourg, Luxembourg and Brussels;
- Interconnectivity in the North and the West of the corridor, where accessibility from the island regions is critical, and where there is a need to develop Motorways of the Sea; and
- The development of connections between ports and their hinterlands so as to increase capacity.

Mr Balázs also stated that the development of multimodal platforms has a high priority to promote modal shift.

The debate with Members revealed that:

- works on the Seine-Escaut projects were gradually scheduled for the 2017-2023 period;
- there was a clear need for joint meetings with other corridors, such as the North Sea Baltic one, as well as joint analyses;
- addressing the last mile problem between the ports and the rail tracks were difficult as land was often owned by several different entities; and
- links between Ireland, the UK and Continental Europe require further strengthening.

Pawel Wojciechowski, European Coordinator for the Rhine-Alpine Core Network Corridor

The Rhine-Alpine Corridor is one of the busiest freight routes in Europe, connecting the North Sea ports of Rotterdam and Antwerp to the Mediterranean basin in Genoa. Mr Wojciechowski

informed Members about the last two years' work whose main outputs include:

- a study with detailed analysis and a section on multi-modal transport;
- maps illustrating the infrastructure's compliance with TEN-T standards;
- a list of projects planned to be implemented by 2030; and
- a work plan unanimously approved by Member States in May 2015.

The work plan's priorities include the implementation of large rail cross-border projects, the improvement of compliance with the TEN-T requirements and investment in rail traffic management. The estimated total investment is around €60 billion.



Discussion with Members showed that:

- maintenance along the corridors was currently financed by Member States. This might need to be reconsidered;
- the short and long term project lists should be consistent; and
- cooperation between Member States on cross-border issues had to be strengthened.



Luxembourg Minister for Sustainable Development and Infrastructure, François Bausch, Debriefing of TTE Council



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Mr Bausch explained that the Council had agreed a general approach for the governance pillar of the Fourth Railway Package. It was ready to begin negotiations on this part of the package.

In the context of the White Paper on transport, the need for additional efforts to

achieve decarbonisation goals as well as to increase road safety and infrastructure investment would be key priorities.

Members raised the forthcoming climate conference, the role of cycling and new mobility approaches such as Uber and Google Car. Improved car emission testing rules under real driving conditions were also discussed.

SCRUTINY OF COMMISSION'S IMPLEMENTING POWERS

Modifications to TEN-T maps in relation to some neighbouring countries

The Regulation on guidelines for the development of the Trans-European Network for Transport allows the Commission to adapt both the maps of the comprehensive and core networks and the list of core and comprehensive network nodes. Parliament and the Council are notified of these delegated acts.

Following to an agreement on transport infrastructure networks with the countries in the Western Balkans, the Commission intends to incorporate these changes in the TEN-T Guidelines. It will also include modifications requested by Norway and Iceland.

The Commission replied to Members' questions concerning coordination with national projects and masterplans, further extension of the maps and the TEN-T Coordinators' role in neighbouring countries. Members were informed that further delegated acts were expected in 2016 to adjust the Member States' maps, as well as those of neighbourhood policy countries.

INTER-PARLIAMENTARY MEETING WITH NATIONAL PARLIAMENTS

This debate gathered 37 national parliamentarians from 14 EU Member States, as well as from Turkey and Norway.



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Commissioner Bulc outlined that TEN-T is a key mechanism for the European markets in connecting Europe via nine multimodal core network corridors by 2030. The Connecting Europe Facility (CEF) and the European Fund for Strategic Investments (EFSI) serve as the main EU financial instruments to achieve this. Ms Bulc called on national parliaments to play a key role in shaping their national policies. She noted the lack of high



quality projects and implementation issues at the local level.

The first part of the discussions focused on the implementation of TEN-T projects. Mathieu Grosch, European Coordinator for Orient-East Med Core Network Corridor, explained that coordinators sought to support the implementation of the corridor core network and in particular of the work plan. He concluded that TEN-T policy was about connecting regions not just investing euros.

Karel Vinck, European Coordinator for the European Rail Traffic Management System (ERTMS), highlighted conditions that have to be implemented on all network corridors to achieve rail interoperability. He recalled the importance of "quick wins"; several measures must be implemented without delay to show tangible results to stakeholders and provide more certainty and credibility for those investing in railways.



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The debate focused on:

- further implementation of ERTMS;
- cross-border sections and incentives for Member States;
- the need to discuss open data in the transport sector;
- environmental concerns and the possibility of public participation in the TEN-T process;

- the importance of the Rail Baltic Project;
- the need for fair competition for all transport modes;
- the importance of a balanced regional development without excluding peripheral regions; and
- a better coordination between national transport plans and TEN-T.

The second part of the meeting addressed challenges in view of scarce financial resources. It considered how TEN-T projects could benefit from innovative funding sources.

The executive director of the Innovation and Networks Executive Agency, Dirk Beckers, briefed Members on the Agency's activities. INEA manages €22.5 billion of grants of which €11.2 billion goes to transport projects. In the 2014 call for investment, requested funding was three times more than the available budget. Total costs of selected projects amount to €13 billion. Calls for proposals in 2015 will be launched shortly with a total of €7.6 billion from the CEF programme.

Vice-President of the European Investment Bank, Pim van Ballekom, underlined sound transport infrastructure's importance for Europe's economy and for job creation. He described the current financial climate, warning of limited risk-taking capacity. Investment needed to be financially and environmentally sound and to bring added value. He insisted that no quotas were foreseen for countries, projects or sectors.

Parliamentarians discussed:

- the key role of public-private partnerships;
- the need for better coordination among the Member States and at various levels; and
- investment options that could be available for the peripheral areas that are not covered by the TEN-T corridors.



NEXT TRAN COMMITTEE MEETING, BRUSSELS

Planned draft agenda - To be confirmed

Monday, 09 November, afternoon:

- Recommendations to the European Commission on the negotiations for the Trade in Services Agreement (TiSA) - consideration of draft opinion;
- A Digital single market strategy for Europe - consideration of amendments;
- Presentation by the Commission, DG Move of next CEF work programme in view of second CEF Call for Tender.

Tuesday, 10 November, morning:

- Market access to port services and financial transparency of ports - vote/Fleckenstein;
- Sustainable urban mobility - vote/Delli;
- A digital single market strategy for Europe - vote/Kyllonen;
- Approval of the agreement on Railway package - vote;
- Tran resolution on transport social package - vote/Cramer;
- Presentation by DG move of Commission report on common rules and standards for ship inspection and survey organisations CCOM(2015)0382;
- Report on MH17 crash - discussion with Dutch Safety Board (tbc) and EASA.

Tuesday, 10 November, afternoon:

- Hearing on Transport & Climate. Contribution of the transport system to the objectives of the EU 2030 framework on climate change and energy.



Speakers:

Mr Gilles Pargneaux, ENVI Committee;
Mr Hans Bruyninckx, European Environment Agency;
Mr Claus Seibt, Wuppertal Institute for Climate, Environment and Energy;
Mr Rolf Diemer, European Commission;
Mr Erik Jonnaert, European Automobile Manufacturers' Association;
Mr Edmund Hughes, International Maritime Organization (IMO);
Mr Eric Dautriat, Clean Sky.

Meeting room: A3G-3

TRAN COMMITTEE MEETINGS 2015, BRUSSELS

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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Policy Department Studies in the European Parliament:

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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/index_en.htm

Luxembourg Presidency of the Council:

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