



TRANSPORT AND TOURISM

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21-22 DECEMBER 2015



PRESENTATION OF DRAFT OPINION

Discharges 2014: European Commission and Agencies

Rapporteurs Commission: Massimiliano Salini (EPP, IT); Agencies: Inés Ayala Sender (S&D, ES)

The Rapporteurs were in favour of granting discharges to the Commission, the transport Agencies and SESAR, the European air traffic management system Joint Undertaking.

Infrastructure investment was highlighted as a key priority for the EU transport budget. Members invited the Commission to ensure that the Executive Director of the Shift2Rail Joint Undertaking was appointed to make it fully operational. Some Members regretted the low amount of the EU budget spent on tourism. Members also supported granting discharge for the Commission and the other bodies.

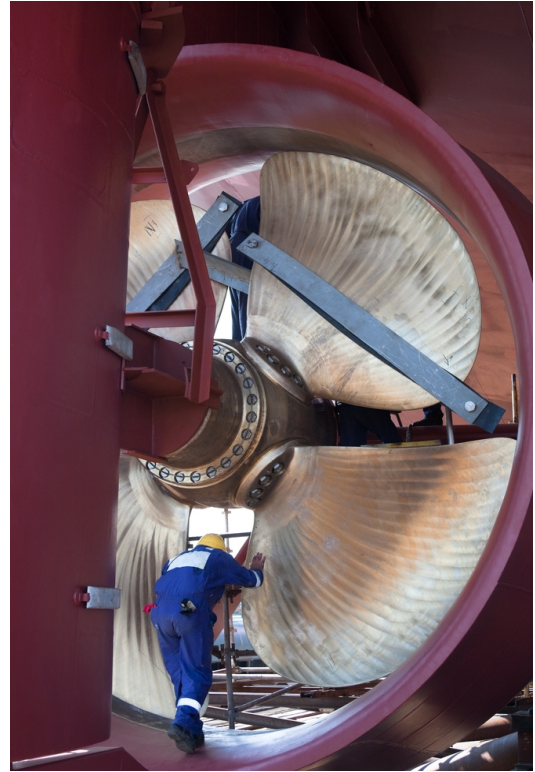
PRESENTATIONS

Presentation by DG MOVE on common rules and standards for ship inspection and survey organisations

The Commission explained the economic importance for the shipbuilding industry of the mutual recognition of class certificates, delivered by classification societies, testifying that ships are fit for purpose. These certificates are currently based on criteria established by class societies themselves. To ensure their equivalence - and so mutual recognition - it is important to harmonise the underlying assessment standards.

Members welcomed the mutual recognition of class certificates and the harmonisation of standards. They also questioned whether the EU shipbuilding was at a disadvantage compared to its competitors in Asia as European class

certificates were issued on the basis of the highest standards.



Presentation on "The Results and Efficiency of Railway Infrastructure Financing within the EU"

The study's authors emphasised the importance of good access links; a feature of the Öresund fixed link between Copenhagen and Malmö. By contrast, the Northern Europe high speed network linking Paris, Brussels, Cologne, Amsterdam and London lacked sufficient feeder services, disadvantaging "shadow regions" in Northern France and Kent. The study also highlighted the need to simplify funding options and the limits to relying on private-sector funding.

Members regretted Member States' reluctance to invest in cross-border links. They shared the study's concern about the loss of regional connections to key hubs and noted that



private sector involvement, including the use of the European Fund for Strategic Investments (EFSI), required that the infrastructure generate profits.

Some questioned the study's methodology, suggesting that there were inconsistencies in the way the projects had been analysed. They pointed to the success of the South West Europe high speed network (connecting Madrid with Paris via Barcelona and via Bilbao/Bordeaux) in promoting modal shift from air to rail travel. Others criticised the priority being given to large-scale projects such as Stuttgart 21 or Lyon-Turin, believing that lower-cost, targeted investments could offer better value for money.

The study's authors defended their methodology but acknowledged that smaller-scale projects could offer better value. They also recognised that it was easier to evaluate financial than environmental or social benefits. The study had been prepared at the request of the Committee on Budgetary Control and included four cases studies of priority projects under the Trans-European Networks for Transport guidelines from 2004.

EXCHANGE OF VIEWS

With the Commission and stakeholders on Uber

Representatives of Uber, the International Road Union and the European Transport Workers' Federation set out their perspectives on the new Transport Network Companies.

During the debate, many Members insisted that such services should not circumvent existing national, regional or local rules, especially when the latter relate to road safety, liability in case of accidents, data privacy, social aspects or taxation. Members also stressed the

importance of regulating this sector and ensuring fair competition.

The Commission is carrying out a study of the current regulatory and market situation of passenger transport by taxi, hire car with driver and the ridesharing sector. This will provide the necessary background to consider the need for further action at EU level.



This discussion was a follow up to several initiatives taken by the Committee, including recent own-initiative reports on the implementation of the White Paper and on sustainable urban mobility. The Committee had also called on the Commission to monitor the situation in different Member States as regards the operation of companies matching drivers to passengers (Uber being the most prominent example), and to assess the legal, social and economic consequences.

SCRUTINY

Presentation by DG MOVE of an implementing act concerning rules for the use of rear aerodynamic devices ("rear flaps")

The debate was focused on the aerodynamics devices used on trucks. Members asked the Commission about the timetable for future



legislation. A proposal concerning rear aerodynamic devices should be ready by June 2016, while legislation on cabs' design should be proposed by the end of 2016. The Commission promised to follow Parliament's view on the draft implementing act.

Presentation by DG MOVE of draft Regulatory Procedure with Scrutiny concerning aviation measures

The Commission explained that the proposed implementing measures mainly reflected technical progress. Pilot training and requirements regarding data services providers needed to be adapted to Performance-Based Navigation technology. The measure on collision avoidance, based on a European Aviation Safety Agency opinion, was important to ensure coherence with the Single Sky.

The debate focused on pilot training. Members questioned whether progress had been made on pilot testing after the German Wings crash, in particular with regard to psychological tests or pilotage under influence. The Commission replied that EASA was working on an action plan regarding pilot testing. The question of cabin air quality was also brought up.

HEARING

Competition in international aviation

The speakers (OECD-International Transport Forum, Association of European Airlines, European Low Fares Airline Association, European Cockpit Association, Airports Council International Europe and DG MOVE) explained the current state of play, its impact and possible ways to ensure a level playing field.

Air transport remains highly economically regulated despite liberalisation measures which have taken place over the last 40 years.



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The benefits of these measures for consumers and airlines, such as more connectivity, development of new airlines and cheaper fares, are widely acknowledged. However, issues related to state aid, social obligations and labour standards as well as public funding for airports and air navigation services, lead some European Union carriers to complain about the lack of a level playing field when competing with third-country carriers.

The debate demonstrated that this concept remains very difficult to define, as factors vary from one country/region to another and there is no common definition of unfair practices. While a level playing field may appear to be an "elusive aspiration", improvements could be made by maintaining a market with multiple options for travellers and focusing the aviation value chain on users' needs.

A global competition framework urgently needs to be developed. Members underlined that these principles should guide future aviation agreement negotiations between the EU and third countries.



NEXT TRAN COMMITTEE MEETING, BRUSSELS

Planned draft agenda - To be confirmed

Monday, 25 January, afternoon:

- Announcement of Council's position at 1st reading on 4th Railway Package Technical Pillar: Directive on the interoperability of rail system, Directive on railway safety and Regulation on ERA;
- Ports services regulation - vote;
- Luxembourg Minister for Infrastructure and Sustainable Development, Mr François Bausch - Presentation of conclusions of the Presidency;
- Dutch Minister for Infrastructure and Environment, Ms Melanie Schulz Van Haegen - Presentation of Presidency priorities; and
- Agreement on certain aspects of air services with Macao SAR.

Meeting room: P3C050

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

Monday, 14 March, 15h00-18h30
Tuesday, 15 March, 9h00-12h30
Tuesday, 15 March, 15h00-18h30

Thursday, 7 April, 9h00-12h30
Thursday, 7 April, 15h00-18h30

Monday, 25 April, 15h00-18h30
Tuesday, 26 April, 9h00-12h30
Tuesday, 26 April, 15h00-18h30

Monday, 23 May, 15h00-18h30
Tuesday, 24 May, 9h00-12h30
Tuesday, 24 May, 15h00-18h30

Wednesday, 15 June, 9h00-12h30
Wednesday, 15 June, 15h00-18h30
Thursday, 16 June, 9h00-12h30

Monday, 11 July, 15h00-18h30
Tuesday, 12 July, 9h00-12h30
Tuesday, 12 July, 15h00-18h30

Thursday, 1 September, 9h00-12h30
Thursday, 1 September, 15h00-18h30

Monday, 26 September, 15h00-18h30

Monday, 10 October, 15h00-18h30
Tuesday, 11 October, 9h00-12h30
Tuesday, 11 October, 15h00-18h30

Wednesday, 9 November, 9h00-12h30
Wednesday, 9 November, 15h00-18h30
Thursday, 10 November, 9h00-12h30

Monday, 5 December, 15h00-18h30



USEFUL LINKS

TRAN website:

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

Policy Department Publication in the European Parliament:

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

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>

Netherlands Presidency of the Council:

<http://english.eu2016.nl/>

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