

Newsletter

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On 15 February, Mr Tajani, President of the Parliament, and Mr Ian Borg, Delegated Minister for the Maltese Presidency, signed, in presence of the Rapporteur Mr Knut Fleckenstein, the Regulation establishing a framework on market access to port services and financial transparency of ports.

EU passenger ship safety legislation

Consideration of draft reports

The Committee considered the draft reports on three passenger ship safety files (REFIT package) in a joint debate. Members broadly supported the Commission's proposal to clarify and simplify the legislation in force.

However, they were of the opinion that some main issues would need further clarification, such as:

- protection of personal data;
- choice of electronic system to report such data;
- scope (vessels of less than 24 metres, ships built from aluminium);
- timeframe for inspections of ro-ro vessels and high-speed craft.
- Rapporteurs:
 - Izaskun Bilbao Barandica (ALDE, ES): proposal for a directive registration of persons sailing on board passenger ships operating to or from ports of the Community
 - Dominique Riquet (ALDE, FR): Proposal for a Directive on a system of inspections for the safe operation of ro-ro ferry and high speed passenger craft in regular service
 - Daniela Aiuto (EFDD, IT): Proposal for a directive on safety rules and standards for passenger ships
- Ordinary Legislative procedure
- Deadline for amendments: 9 March 2017
- Vote in TRAN Committee: 11 April 2017
- Vote in plenary: Tbd

Financial rules applicable to the general budget of the Union

Consideration of draft opinion

Members discussed the draft opinion on the Financial Regulation Omnibus proposal, with a focus on the proposed rules for blending facilities and the corresponding amendments to the CEF Regulation. While Members were overall supportive of the proposal, speakers wanted to see a broader spectrum of possible contributors to CEF blending facilities, and called for close scrutiny regarding an undesired curtailing of programmes for grant-based funding, such as for supporting transport projects in the context of regional development.

- Rapporteur: Wim van de Camp (EPP, NL)
- Ordinary Legislative procedure, opinion to BUDG-CONT
- Deadline for amendments: 7 March 2017
- Vote in TRAN Committee: 4 May 2017
- Vote in plenary: Tbd

Promotion of internet connectivity in local communities

Consideration of draft opinion

The Rapporteur supported the Commission's proposal, but proposed different amendments to enlarge its scope, especially in extending the programme to cover local transport services and tourist sites. This would enhance the efficiency of transportation in communities while offering high quality services to consumers. Nevertheless, in the absence of an impact study, and taking into account the small funds made available, the Rapporteur recommends that the Commission establishes clear criteria for selecting the communities that will benefit from the initiative, and ensure a thorough scrutiny of all projects submitted for funding. The Rapporteur also supports the BUDG proposal to increase the Commission amount from 50 million to 120 million and an equilibrated geographical distribution for all Member States.

The groups asked the Commission questions concerning the local entities able to benefit from this programme, the criteria to distribute the budget, private sector participation, and the continuity of the programme, and asked for an equilibrated geographical distribution, especially for outermost territories.



The Commission representative informed Members about the continuity of the programme, the objective to reach between 6.000 and 8.000 municipalities, to work with it in public spaces, with high quality Wi-Fi, respecting private Wi-Fi services and without a geographical distribution.

The Rapporteur closed the debate suggesting not to limit the scope to large municipalities and city centres.

- Rapporteur: Claudia Țapardel (S&D, RO)
- Ordinary Legislative procedure, opinion to ITRE
- Deadline for amendments: 10 March 2017
- Vote in TRAN Committee: 11 April 2017
- Vote in ITRE Committee: 25 April 2017
- Vote in plenary: Tbd

Digitising European Industry

European standards – Implementation of Regulation (EU) No 1025/2012

Consideration of draft opinions

The Rapporteur presented two draft opinions which share a common objective, despite being drawn up on the basis of different Commission Communications. He pointed out that transport is a frontrunner as regards innovation and digitalisation. He underlined the importance of EU-wide standardisation for the dismantling of barriers in the internal market, and stressed the need to promote open standards.

The Rapporteur called for swift action to promote the development of integrated smart ticketing and new mobility concepts, and to create a favourable environment for sustainable transport solutions, such as electric cars and alternative fuels. He pointed out that digitalisation has so far not been beneficial to the same

extent throughout the transport sector, and emphasised that the focus should not be limited to connected and automated driving, but address existing challenges in all modes of transport.

Mr Telička also stressed the need to attract investment in order to adequately finance the transition towards digital processes in the transport sector and support the development of the associated infrastructure. In this regard, better use should be made of the European Fund for Strategic Investments.

Members welcomed the Rapporteur's approach and highlighted the following aspects:

- the European transport sector should remain innovative in order to maintain its competitive position in a global economy characterised by the emergence of new powerful players;
- the need to promote digitalisation in the tourism sector;
- the important role of start-up companies for digitising transport;
- the social aspects of transport digitalisation and its impact on jobs;
- the challenges relating to connected and automated vehicles as regards safety and data protection.

Digitising European Industry

- Rapporteur: Pavel Telička (ALDE, CZ)
- Own Initiative procedure, opinion to ITRE
- Deadline for amendments: 6 March 2017
- Vote in TRAN Committee: 11 April 2017
- Vote in plenary: Tbc

European Standards – Implementation of Regulation (EU) No 1025/2012

- Rapporteur: Pavel Telička (ALDE, CZ)
- Own initiative procedure, opinion to IMCO
- Deadline for amendments: 6 March 2017
- Vote in TRAN Committee: 11 April 2017
- Vote in plenary: Tbc

A European agenda for collaborative economy

Consideration of draft opinion

The Rapporteur supports the development of collaborative economy in transport and tourism and calls for an appropriate legal framework. In this regard, the Rapporteur believes that issues related to consumer

protection, liability allocation, insurance schemes, social protection of workers (whether they are employed or self-employed) and data protection, are the most urgent to address.

In the debate, Members underlined the need for more statistics and studies to have a better overview. Some Members highlighted that collaborative economy represents an opportunity rather than a threat. It further empowers consumers and any new rules should be evidence based. For other Members it is important to set an income limit to distinguish between professional and occasional activities.

- Rapporteur: Merja Kyllönen (GUE/NGL, FI)
- Own initiative procedure, opinion to IMCO, Rule 53
- Deadline for amendments: 8 March 2017
- Vote in TRAN Committee: 11 April 2017
- Vote in IMCO Committee: 24 April 2017
- Vote in plenary: May 2017

Towards a European Gigabit Society

Consideration of draft opinion

The Rapporteur stressed the importance of proper planning in completing the construction of network infrastructure, with a view to ensuring that no regions be left behind in the development of the internet.

This can only be achieved with appropriately high levels of investment in network infrastructure in all Member States. Among the main existing challenges, Members cited a lack of political will, and the necessity for optimal use of EU funding opportunities.

The Rapporteur also stressed that transport routes need access to such technologies to be able to properly support intelligent transport solutions and modes.

- Rapporteur: Kosma Złotowski (ECR, PL)
- Own-initiative procedure, opinion to ITRE
- Deadline for amendments: 7 March (tbc)
- Vote in TRAN Committee: 11 April 2017
- Vote in plenary: May 2017 (tbc)

Regulation on binding annual greenhouse emission reductions

Consideration of amendments

The Rapporteur and Shadow Rapporteurs presented the main elements of the 118 amendments tabled. A number of amendments underline that in order to meet the Paris Agreement objectives and long term targets

the scope of the Regulation should cover greenhouse gas emissions reduction targets after 2030. Some amendments propose changes in the years to which the distribution of efforts should be calculated for Member States.

The role of the European Environmental Agency is stressed, and the agency is asked to prepare a report as a base for the review clause of the Regulation of adjusting the EU's climate objectives every five years. It is also stressed that the Regulation, including the available flexibilities, should provide an incentive for emission reductions consistent with other Union climate and energy legislation, including in the area of energy efficiency.

It is underlined that in order to meet international commitments and Union targets, it is crucial to make a comprehensive move towards a low-carbon economy and, therefore, there would be an immediate need to renew the allocation criteria of different Union funds in order to foster decarbonisation and energy efficiency measures in different sectors. Some of the main points discussed referred to the starting point of measurements, the flexibilities and fairness of the system, the level of administrative burden and the long-term perspective.

- Rapporteur: Merja Kyllönen (GUE/NGL, FI)
- Ordinary Legislative procedure, opinion to ENVI
- Vote in TRAN Committee: 23 March 2017
- Vote in ENVI Committee: 29-30 May 2017
- Vote in Plenary: Tbd

Roadworthiness of motor vehicles (Directive 2014/45) – odometer frauds

Scrutiny of the Commission

The Commission provided Members with information about the transposition of Directive 2014/45 on roadworthiness tests of vehicles, with a special focus on fraud in odometer readings.

Manipulation of odometers presents a huge risk for road safety and consumer rights. In the debate, it was highlighted that registration of odometer data is only one of the measures to tackle this problem, others being consumer law and criminal law.

The main grey area in the roadworthiness is the first four years, where a car does not have to go for an inspection. The Commission is doing a study assessing options for

cross – border exchange of information and involvement of various actors. Members also highlighted the necessity to exchange data on safety-related parts affected by an accident.

Many Members questioned the lengthy timing for making the exchange of information up and running.

Extending cooperation with third countries and unblocking cross-border problems

Exchange of views

The Committee considered with the TEN-T Coordinators, Pawel Wojciechowski, Laurents-Jan Brinckhorst and Matthieu Grosch, issues in linking the EU's TEN-T to third countries (including enlargement countries, Eastern neighbouring countries and China). In addition to this cross-cutting theme, the Coordinators presented the state-of-play of the Mediterranean, Orient/Eastern Mediterranean and Rhine-Alpine core network corridors.



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The Coordinators pointed out the priority given to railway projects and the potential of reaping "quick wins" by appropriately structuring projects, including smaller ones. Members welcomed the progress achieved, but also asked many critical questions on the specific implementation of the corridors, the effectiveness of the EIB in supporting transport projects, the impact of third country investments, as well as the mainstreaming of sustainability and climate policy objectives. The debate also highlighted the need for a CEF 2.0 in order to ensure adequate transport infrastructure investment in the TEN-T beyond 2020.

Economic losses of transport companies because of strengthened border checks

Hearing

The three experts, Vincent Aussiloux (France Stratégie), Tim Breemersch, Researcher, (Leuven) and Marc Billiet (International Road Transport Union), as well as the Commission representatives (DG HOME and DG MOVE) referred to the temporary measures of increased border checks between certain Schengen countries extended this February by the Council, to the consequences for the economy in general, and the losses and increased costs faced by hauliers due to more frequent and stricter border controls. They also addressed the difficulties in terms of planning, late-arriving deliveries of particularly sensitive items, compliance with driving and rest time legislation, and of stranded passengers.



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During the discussions, the negative effects on trade, tourism, employment, especially regarding cross-border labour mobility, as well as on hauliers, including on competition aspects, were stressed. The need for predictability was highly underlined. The security aspects leading to these measures were also addressed, and in this context, the need for a timely and enhanced exchange of information between Member States was emphasised.

Next TRAN Committee meeting: planned draft agenda - To be confirmed

Wednesday 22 March 2017, morning

- Scrutiny: Presentation by DG MOVE of Proposal for a Council decision on the position to be taken by the EU within the EU-ICAO Joint Committee on Air Traffic Management – COM(2016)0621
- Extension of the duration of the EFSI (opinion to ECON) – consideration of amendments/Ayala Sender
- Implementation of the EFSI (opinion to BUDG-ECON INI) – consideration of amendments/Ayala Sender, Riquet
- Tourism Task force: Presentation by the Commission, DG ESTAT: Report on statistics in tourism (tbc)

Wednesday 22 March 2017, afternoon

- Hearing on “A European Strategy for Low emission mobility”
- Accessibility requirements for products and services (opinion to IMCO) – consideration of amendments/Taylor

Thursday 23 March 2017, morning

- Regulation on binding annual greenhouse emission reductions (opinion to ENVI) – vote/Kyllönen
- Extension of the duration of the EFSI (Opinion to ECON) – vote/Ayala Sender
- Implementation of the EFSI (opinion to BUDG-ECON INI) – vote/ Ayala Sender, Riquet
- Accessibility requirements for products and services (opinion to IMCO) – vote/Taylor
- Scrutiny: Presentation by DG MOVE of Report on the application of Regulation concerning rights of passengers in bus and coach transport – COM(2016)0619
- Exchange of views with TEN-T Coordinators Pat Cox, Carlo Secchi and Kurt Bodewig on “Boosting intelligent transport systems and innovative financing; facing decarbonisation”
- A.O.B.

Meeting room: JAN 4Q1

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/media/newsletter_en

Maltese Presidency of the Council: <http://www.eu2017.mt>



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