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NOTE

from:	General Secretariat of the Council
to:	Delegations
Subject:	Partial summary record of the meeting of the European Parliament Committee on Transport and Tourism (TRAN) , held in Brussels on 19 June 2012

The meeting was chaired by Mr SIMPSON (S&D, UK) and Mr RIQUET (EPP, FR).

Item 18 on the agenda

Exchange of views with Danish Minister for Transport, Mr DAM KRISTENSEN

Mr DAM KRISTENSEN, at the begin of the meeting, stated that he would also make a contribution on behalf of Mr SOHN, Danish Minister for Business and Growth, who had had to cancel his appearance at TRAN. The Minister considered that a lot of work had been accomplished under the Danish Presidency thanks to the very good cooperation with the EP, and in particular the TRAN Committee. He mentioned progress accomplished in the two airport dossiers concerning ground handling services and noise-related operating restrictions. Concerning the importance of infrastructure for growth, he highlighted the important general approach that had been agreed at the Council meeting on 22 March 2012 on the TEN-T and recalled the discussion that had taken place in the Council meeting on 7 June 2012 on the Commission proposal for a 'Connecting Europe Facility' (CEF), to create a new integrated instrument for investing in EU infrastructure priorities in transport, energy and telecommunications. He also mentioned a partial agreement reached in the Council on a Regulation on implementation and exploitation of Galileo.

Concerning the railway recast, he expressed his wish to find an agreement at second reading still under the Danish Presidency. He also mentioned the interest shown by the Presidency in the airport security dossier as well as in road safety and recalled that a conference was scheduled on this latter subject in Copenhagen in June.

Speaking on behalf of Mr SOHN, he mentioned the agreement reached in a trilogue on training for seafarers and safety at sea; an agreement in April 2012 on the European Maritime Safety Agency (EMSA); an agreement on the double haul vessels and the ongoing debate on maritime piracy.

All of the TRAN coordinators recognised the huge amount of work that had been carried out under the Danish Presidency and most of them expressed their satisfaction. This was particularly the case with Mr GROSCH (EPP, BE), who welcomed the agreement reached on the railway recast, whereby the EP had requested a strong regulator. Mr ZILE (ECR, LV) supported him, but raised the issue of third countries' involvement. Concerning TEN-T, Mr GROSCH considered that the main problem would be their financing through the 'Connecting Europe Facility' (CEF) and recalled that the EP was fully supporting the Commission proposal and opposed to any cuts the Council might envisage. Concerns for the funding were also expressed by Mr EL KHADRAOUI (S&D, BE), Mr ZILE (ECR, LV) and Ms MEISSNER (ALDE, DE), who stated that project bonds were also key for TEN-T. Mr CRAMER (Verts, DE) expressed some criticism on the way TEN-T had been set up. In his view, an overall analysis of the crossborder added value of the infrastructure was missing. He considered that smaller projects should be financed in times of crisis, as these could create more jobs. Ms MEISSNER welcomed the progress made on the digital tachograph dossier, in terms of cutting red tape, while Mr GROSCH insisted on the importance of preventing dumping in road transportation.

On mega trucks, Mr GROSCH, supported by Ms MEISSNER, asked for legal certainty, given the differing authorisation provisions in Member States. Mr CRAMER complained that the Commission had changed its view and now considered that mega trucks were free to cross borders. Mr EL KHADRAOUI pointed out the Single European Sky dossier as a low priority of the Danish Presidency, and considered that the Cyprus Presidency should deliver before the end of the year. Ms FOSTER (ECR, UK) supported him, as she considered that sky congestion needed to be addressed. In his closing remarks, Mr DAM KRISTENSEN considered that the EP should continue to follow the TEN-T and CEF dossiers closely and be fully involved. He stressed the importance of the agreement reached in the Council, as this helped focus financing on priority infrastructures.

On mega trucks, he acknowledged that he was not in a position to state whether new legislation was needed, but stressed the advantages at economic and environmental level. He agreed with Mr CRAMER that crossborder projects should receive priority attention, as they provide EU added value.
