



Malta-EU Steering & Action Committee

# Transport, Telecommunications and Energy



**23.02.09**

**[COM \(2009\) 65](#) - Proposal for a Council Decision on the signature of the Agreement on certain aspects of air services between the European Community and the Republic of Korea.**

The objectives of this proposal are to give all EU air carriers non-discriminatory access to routes between the Community and third countries, and to bring bilateral air service agreements between Member States and third countries in line with Community law. International aviation relations between Member States and third countries have traditionally been governed by bilateral air services agreements between Member States and third countries.

However, traditional designation clauses in Member States' bilateral air services agreements infringe Community law. For example they allow a third country to reject, withdraw or suspend the permissions or authorisations of an air carrier that has been designated by a Member State but that is not substantially owned and effectively controlled by that Member State or its nationals. This constitutes discrimination against Community carriers established in the territory of a Member State but owned and controlled by nationals of other Member States.

There are further issues, such as aviation fuel taxation or tariffs introduced by third country air carriers on intra-Community routes, where compliance with Community law should be ensured through amending or complementing existing provisions in bilateral air services agreements between Member States and third countries.



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### **SAFER USE OF THE INTERNET**

**COM (2009) 64 - Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: Final evaluation of the implementation of the multiannual Community Programme on promoting safer use of the Internet and new online technologies**

This Communication concerns the final evaluation of the multiannual Safer Internet plus programme (2005-2008). The objective of the programme, as specified in the European Parliament and Council Decision, was promoting safer use of the Internet and new online technologies, particularly for children, and to fight against illegal content and content unwanted by the end-user.

The communication states that the programme was successful on several fronts including that of: adapting to the priorities of the programme to respond to the changing challenges and demands; and managing the programme efficiently and effectively. According to the evaluation, in terms of the impact of the programme the consistent approach and messages across Europe are an important factor for the high level of success of the programme.

### **Air Transport Agreement between the EC and Canada**

**COM (2009) 62 - Proposal for a Decision of the Council and the representatives of the Governments of the Member States of the European Union, meeting within the Council On the signature and provisional application of the Air Transport Agreement between the European Community and its Member States, on the one hand, and Canada, on the other hand**

Air services between the EU and Canada presently operate on the basis of bilateral agreements between individual Member States and Canada. These bilateral agreements contain provisions that the European Court of Justice ruled in November 2002 to be incompatible with Community law. The communication says that it is therefore essential that a new Community-level framework for EU/Canada air services is established.



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The negotiating mandate set the objective of establishing an Open Aviation Area (OAA) between the EU and Canada. This would create a single market for air transport between the EU and Canada in which investment could flow freely and in which European and Canadian airlines would be able to provide air services without any restriction, including in the domestic markets of both parties.

### **Trans-European Network for Transport**

#### **COM (2009) 44 - Communication from the Commission: Towards a better integrated Transeuropean Transport Network at the service of the common transport policy: A Green Paper**

Trans-European transport network (TEN-T) policy aims to provide the infrastructure needed for the internal market to function smoothly and for the objectives of the Lisbon Agenda on growth and jobs to be achieved. It also sets out to help ensure accessibility and boost economic and social and territorial cohesion. It supports every EU citizen's right to move freely within the territory of the Member States.

The European Commission adopted this Green Paper setting out the future challenges of its policy for a trans-European transport network (TEN-T). Clearly, according to this communication, TEN-T policy needs to be put into the context of contributing more effectively to objectives aimed at combating climate change and to support Europe's increasing international role through better infrastructure connections with its neighbours and the wider world.



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### Consultation Note:

The Commission is currently conducting consultations on the issues outlined in this Green paper. The consultation process will be open until 30/04/2009. Contributions may be sent to:

**European Commission  
DG Energy and Transport  
TEN-T**

**B-1049 Brussels**

**E-mail address: [TREN-B1-GREEN-PAPER-TEN-T@ec.europa.eu](mailto:TREN-B1-GREEN-PAPER-TEN-T@ec.europa.eu)**

The European Commission will analyse the results of this consultation and use them as input for its work on the shaping of this policy area. Please note that contributions and the names of the authors may be published on the internet, unless respondents explicitly refuse their consent to publication when sending their contributions.

### **Financial Assistance to projects in the field of Energy**

**COM (2009) 35 - Proposal for a regulation of the European Parliament and the Council establishing a programme to aid economic recovery by granting Community financial assistance to projects in the field of energy.**

The proposal responds to the sharp downturn faced by the European economy in the wake of the financial crisis and to shortcomings in the Community's security of energy supply illustrated by the gas crisis. It implements the European Economic Recovery Plan (COM (2008) 800) endorsed by the European Council of 11-12 December 2008. Together with the proposals in the area of broadband and rural development, it specifically responds to the request of the European Council to provide a detailed and balanced list of actions.

The communication proposes to undertake a programme of investment measures during 2009 and 2010 comprising sub-programmes in the following fields:

- Gas and electricity interconnection projects (financial envelope: EUR 1750 million);



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- Offshore wind projects (EUR 500 million);
- Carbon capture and storage (EUR 1250 million).

### **Aviation Security**

#### **COM (2009) 30 - Report from the Commission on financing aviation security**

This report issued by the Commission addresses issues such as: whether security charges are exclusively used to meet security costs, the transparency of security charges, the impact of aviation security and its financing on competition between airports and between airlines, and consumer protection as regards the distribution of the costs of security measures between taxpayers and users. The Commission intends to continue preparing a legislative initiative based on the impact of aviation security on consumer and the functioning of the internal aviation market.



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## **Common Aviation Area with Georgia**

### **COM (2009) 26 - Communication from the Commission on Developing a Common Aviation Area with Georgia**

Georgia was one of the first countries to sign a horizontal air services agreement with the European Community, with the aim of bringing existing bilateral air transport agreements with Member States into conformity with Community law. With this Communication the Commission recommends that the Council authorise the Commission to negotiate a comprehensive agreement on a Common Aviation Area with Georgia combining market opening with a parallel process of regulatory cooperation and/or convergence, notably in priority areas such as aviation safety, security, environmental protection and the application of state aid and competition rules, aiming at ensuring a level playing field and fair and equal conditions for competition.

## **SHIPS ARRIVING/DEPARTING FROM PORTS**

### **COM (2009) 11 - Proposal for a Directive of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Community and repealing Directive 2002/6/EC.**

This proposal for a directive on reporting formalities for ships arriving in and/or departing from ports of Member States of the Community helps make reality the concept of a European maritime transport space without barriers, as described in the Commission's communication COM(2009) 10 (see below), which is adopted jointly with this proposal. This proposal would replace Directive 2002/6/EC. In effect this means that the national authorities will have fewer checks to carry out. The use of computerised communication methods will enable checks not covered by the proposal to be better organised, whilst improving their efficiency. The proposal will considerably reduce the cost and duration of time in port and will be beneficial to maritime transport.



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## **EUROPEAN MARITIME TRANSPORT**

**COM (2009) 10 - Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions - Communication and action plan with a view to establishing a European maritime transport space without barriers.**

Maritime transport is subject to complex administrative procedures even when vessels ply only between EU ports (intra-EU maritime transport) and the cargo consists only of goods in free circulation. The consequence is that the intra-EU maritime transport of goods is faced with a cost of administrative compliance that makes it a less attractive option for the transport of Internal Market goods.

This communication identifies a series of measures and an action plan to establish a European Maritime Transport space without barriers by eliminating or simplifying administrative procedures in intra-EU maritime transport. Some of these include the reduction of customs formalities, speeding up of documentary checks related to animal and plant products, and to enhance electronic data transmission.

## **The EU's Maritime Transport Policy until 2018**

**COM (2009) 8 - Communication from the Commission on Strategic goals and recommendations for the EU's maritime transport policy until 2018.**

At the end of 2008, the impact of the financial crisis on the real economy was also felt in the shipping sector. The communication states that an appropriate policy approach is needed in order to ensure the continuous performance of the EU maritime transport system and its contribution to the recovery of the world economy. This policy approach should ensure that Europe retains a core human and technological know-how serving the sustainability and competitiveness of current and future shipping operations.

Some of the main strategic goals for the European maritime transport system mentioned in the communication cover fair international maritime trade, the implementation of the ILO 2006 Maritime Labour Convention (MLC) to improve working and living conditions on board ships, safety at sea, maritime security



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and surveillance and the importance working together on the international scene.

**Consultation Note:**

Discussions on minimum energy efficiency requirements for electric motors (0.75KW – 375KW) and circulators (pumps for central heating systems) are in an advanced stage and are expected to be approved later on this year. These will imply that:

Motors – 3 phase continuous duty and variable speed drives, and;  
Circulators rated between 1W and 2500W,

cannot be placed on the market unless they meet certain minimum energy efficiency criteria.

The latest documents under discussion may be found at:

For motors –

[http://www.msa.org.mt/rad/ecodesign/EUP\\_discussed/motors/](http://www.msa.org.mt/rad/ecodesign/EUP_discussed/motors/)

For circulators -

[http://www.msa.org.mt/rad/ecodesign/EUP\\_discussed/pumps%20and%20circulators/](http://www.msa.org.mt/rad/ecodesign/EUP_discussed/pumps%20and%20circulators/)

Kindly send any comments to the Malta Standards Authority on [joseph.micallef@msa.org.mt](mailto:joseph.micallef@msa.org.mt) by 6 March 2009.

<http://www.msa.org.mt>

**TRANS-EUROPEAN NETWORK FOR TRANSPORT**

**COM (2009) 5 - Report from the Commission to the Council, The European Parliament, The European Economic and Social Committee and The Committee**



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## **of the Regions on the Implementation of the Trans-European Transport Network Guidelines 2004-2005 Pursuant to Article 18 of Decision 1692/96/EC**

This report provides an assessment of the development of the trans-European transport network (TEN-T) following the TEN-T guidelines set out in Decision 1692/96/EC. These guidelines constitute a general reference framework for the implementation of the network and identify projects of common interest. The transport modes covered by the guidelines are: road, rail and inland waterway networks, motorways of the sea, seaports and inland waterway ports, airports and other interconnection points between modal networks, as well as traffic management and navigation systems.

### **PORT SECURITY**

**COM (2009) 2 - Report from the Commission to the Council and the European Parliament**

**Report assessing the implementation of the Directive on enhancing port security**

The Commission issued this report to the Council and European Parliament, assessing the implementation of the Directive (2005/65/EC) on enhancing port security across Europe. The aim of the Directive is to improve security in port areas not covered under the Regulation and completes the mechanism provided for under the Regulation by establishing a security system for all port areas in the face of the threats posed by intentional unlawful acts.

Therefore, the combination of the Regulation on enhancing ship and port facility security, on the one hand, and the Directive on port security on the other, provides a regulatory framework for the protection of the maritime link in the transport logistics chain against the risk of an attack and threats of this type.

### **THE ALPINE CONVENTION IN THE FIELD OF TRANSPORT**

**COM (2008) 895 - Proposal for a Council decision on the conclusion, of behalf of the European Community, of the Protocol on the Implementation of the Alpine Convention in the field of Transport (Transport Protocol)**



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This proposal pushed forward by the Commission is for a Council Decision on the Conclusion of the Protocol on the Implementation of the Alpine Convention the field of Transport in the Alpine Region. The Alpine Convention and in particular the Transport Protocol are instruments which help the European Community to achieve its objective of a sustainable transport policy in a large, highly sensitive cross-border zone. Proposals take account of the importance of the conservation of the environment and the importance of increasing profitability of the transport sector.

### **INTELLIGENT TRANSPORT SYSTEMS**

**COM (2008) 887 - Proposal for a Directive of the European Parliament and of the Council laying down the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other transport modes.**

This proposal outlines priority areas to accelerate the implementation of the Intelligent Transport System Action plan. These are built around the optimal use of road, the use of traffic and travel data, Road Safety and Security and integration of the vehicle into the transport infrastructure among others.

**COM (2008) 886 - Communication from the Commission - Action Plan for the Deployment of Intelligent Transport Systems in Europe.**

Intelligent Transport Systems can create clear benefits in terms of transport efficiency, sustainability, safety and security, whilst contributing to the EU Internal Market and competitiveness objectives and at the same time satisfying the renewed Lisbon agenda on growth and jobs, aimed at delivering stronger, lasting growth and creating more and better jobs.

The Commission has issued an Action Plan for the deployment of Intelligent Transport Systems in Europe. The main policy objectives of this Action Plan are for transport and travel to become:



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- cleaner;
- more efficient, including energy efficient;
- safer and more secure.

For each area a set of specifications and a clear timetable are identified.

### **MARCO POLO PROGRAMME**

**COM (2008) 847 - Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EC) No 1692/2006 establishing the second 'Marco Polo' programme for the granting of Community financial assistance to improve the environmental performance of the freight transport system ('Marco Polo II')**

The Marco Polo programme is one of the instruments to reduce congestion as part of a coherent EU transport policy strategy which includes the internalisation of external costs and the use of market-based instruments to reflect the utilisation of infrastructure. The second Marco Polo programme is not completely meeting the objectives set in its legal basis in terms of modal shift and traffic avoidance.

The proposed amendments aim at a revision of the legal basis (Regulation (EC) No 1692/2006) to increase the program's effectiveness. Four kinds of amendments are proposed. First, measures to facilitate participation by small enterprises; second, measures lowering the tonne-kilometre thresholds for eligibility; third, raising funding intensity; and lastly the simplification of the Programme procedures.

### **THE RIGHTS OF PASSENGERS IN BUS AND COACH TRANSPORT**

**COM (2008) 817 - Proposal for a Regulation of the European Parliament and of the Council on the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws.**

Despite the Communities efforts, the single market for transport, the removal of borders and the growth in travel have not always been accompanied by sufficient measures to protect passenger rights. This proposal aims at establishing rights of Coach and bus passengers in order to improve the



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attractiveness of and confidence in coach and bus transport as well as to achieve a level playing field between carriers from different Member States and between other modes of Transport.

Some of the areas covered by the proposed regulation include the liability for death or injury of passengers, general rules concerning damage, compensation for lost or damaged luggage, and the rights of disabled persons and persons with reduced mobility using this mode of transport.

### **THE RIGHTS OF PASSENGERS WHEN TRAVELLING BY SEA**

**COM (2008) 816 - Proposal for a Regulation of the European Parliament and of the Council concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws**

The opening of the market for the carriage of passengers by sea is not complete until consumers, and not only companies, can derive the maximum benefits.

The purpose of this proposal is to establish the rights of domestic and international maritime passengers, including those who are disabled or persons with reduced mobility. Some of the areas covered include the obligations of carriers in the event of interrupted travel, the information for passengers and handling of complaints, and enforcement of the regulation.

### **INFORMATION SOCIETY**

**COM (2008) 804 - Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions "Towards an accessible information society"**

As our society is evolving to an 'information society', we are becoming intrinsically more dependent on technology-based products and services in our daily lives. Yet poor accessibility means many Europeans with a disability are still unable to access the benefits of the information society. This communication outlines actions that need to be taken to achieve a more coherent, common



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and effective approach to e-accessibility, in particular web accessibility, to hasten the advent of an accessible information society. According to the communication this should be achieved through the European Standardisation Organisations (ESOs) by pursuing wider e-accessibility standardisation activities.



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### Consultation Note:

Discussions on minimum energy efficiency requirements and energy labelling requirements for household refrigeration appliances and televisions are in advanced stage and are expected to be approved later on this year. These will imply that:

Household refrigeration appliances which include refrigerators, freezers, refrigerator cellars and wine storage appliances;

Televisions which include televisions with a remote tuner and television monitors,

cannot be placed on the market unless they meet certain minimum energy efficiency criteria and must have the appropriate energy label affixed to them at the point of sale.

The latest documents under discussion may be found at:

For household refrigeration appliances -

[http://www.msa.org.mt/rad/ecodesign/EUP\\_discussed/commercial%20and%20household%20equipment/refrigerators/](http://www.msa.org.mt/rad/ecodesign/EUP_discussed/commercial%20and%20household%20equipment/refrigerators/)

For televisions -

[http://www.msa.org.mt/rad/ecodesign/EUP\\_discussed/sound%20and%20vision/Television/](http://www.msa.org.mt/rad/ecodesign/EUP_discussed/sound%20and%20vision/Television/)

Kindly send any comments to the Malta Standard Authority on [joseph.micallef@msa.org.mt](mailto:joseph.micallef@msa.org.mt) by 6 March 2009

<http://www.msa.org.mt>

### EU ENERGY AND SECURITY AND SOLIDARITY ACTION PLAN

**COM (2008) 781** – Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions



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## **Second Strategic Energy Review – An EU Energy and Security and Solidarity Action Plan**

Europe's new Energy Policy will fundamentally alter the EU's energy outlook. The package will reduce energy consumption in the EU in 2020 by as much as 15%, and lead to a reduction of expected imports of energy by up to 26% compared to the developments before the 20-20-20 initiative. In other words, the EU will have taken the first steps to break the cycle of increasing energy consumption, increasing imports, and increasing outflow of wealth created in the EU to pay energy producers.

Several initiatives which the Commission intends to take forward in the coming years were outlined in this communication, such as ensuring that the EU “speaks with one voice” on external energy issues and establishing a Sustainable Energy Financing Initiative as a joint Commission/European Investment Bank project to mobilise large-scale funding from capital markets for investments in energy efficiency, renewable energy and the use of fossil fuels.



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### Main Results of the Council on COM (2008) 781

The Council adopted conclusions on the Commission's communication regarding the second strategic review of Energy policy. The conclusions mainly set short-term and long-term priorities of Europe's energy and security plan.

The topics debated were:

- a) The proposal for a directive requiring member states to maintain minimum stocks of oil or petroleum products; the debate provided guidance for the further work of the Council and its preparatory bodies on the draft directive in order to reach an early agreement.
- b) The proposal for a revision of Council Directive 2004/67/EC on measures to safeguard the security of natural gas supplies. The council concluded that in this respect it is important to better define the major supply disruption indicator and to provide for a more effective crisis response mechanism for example through pre-defined emergency plans at the appropriate level.

### ENERGY NETWORK

#### **COM (2008) 782 - Green Paper: Towards a Secure, Sustainable and Competitive European Energy Network**

Today, Europe's energy networks – that is, the infrastructure to transport electricity, gas, oil and other fuels from producers to consumers – are aging. They are based on traditional fossil fuel supplies, and large, centralised production, with cheap and plentiful energy. The lack of suitable network links is a barrier to investment in renewable energy and decentralised generation.

This Green Paper seeks views on how the EU can better promote the new energy networks which Europe needs, using all the instruments at its disposal, notably but not only TEN-E (Trans-European Network for Energy). It also suggests a number of major strategic projects which the EU could promote to strengthen solidarity and security of supply in a truly European energy network.

### PERSONS WITH REDUCED MOBILITY RIGHTS WHEN TRAVELLING BY AIR



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**COM (2008) 510 - Communication on the scope of the liability of air carriers and airports in the event of destroyed, damaged or lost mobility equipment of passengers with reduced mobility when traveling by air**

In July 2006, the Council and the European Parliament adopted the Regulation 1107/2006 concerning the rights of disabled persons and persons with reduced mobility (PRM) when travelling by air. This communication is an initiative to further enhance the rights of persons with reduced mobility through the payment of a fair compensation for the loss or damage to mobility equipment when these are being handled at airports or on aircraft.

During this year, the Commission will be monitoring the compliance by member states of PRM Community Law. If the Commission sees that the necessary improvement has not yet been achieved, an appropriate legislative proposal will be put forward to enhance the the existing rights of PRM with regards to destroyed, damaged or lost wheelchairs or other mobility equipment