



2020/2023(INI)

29.5.2020

OPINION

of the Committee on Transport and Tourism

for the Committee on Foreign Affairs and the Committee on International Trade

on the recommendations on the negotiations for a new partnership with the United Kingdom of Great Britain and Northern Ireland
(2020/2023(INI))

Rapporteur for opinion: Johan Danielsson

PA_NonLeg

SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on Foreign Affairs and the Committee on International Trade, as the committees responsible, to incorporate the following suggestions into its motion for a resolution:

- having regard to its resolution of 12 February 2020 on the proposed mandate for negotiations for a new partnership with the United Kingdom of Great Britain and Northern Ireland¹;
- having regard to the Council decision concerning the mandate for the negotiations with the United Kingdom of 13 February 2020²;
- having regard to the Agreement on the withdrawal of the United Kingdom from the Union of 24 January 2020 and the political declaration on the framework for the future relationship³;
- having regard to the draft text of the Agreement on the New Partnership with the United Kingdom of 19 March 2020⁴;

Horizontal issues

1. Stresses that the envisaged partnership, which has been drawn up on the basis of the close economic ties between the UK and the EU and their common interests, should provide continued and unhindered connectivity for all modes of transport, subject to reciprocity, and should ensure a level playing field, in particular with regard to social, employment and environmental standards;
2. Reiterates that the United Kingdom as a third country cannot enjoy the same rights and benefits as a Member State; considers that future cooperation with the UK should comprise transport projects of common interest, encourage good cross-border trade and business conditions; stresses that such conditions should facilitate and assist small and medium-sized enterprises (SMEs), and ensure that they do not have to deal with any additional administrative burdens;
3. Believes that the UK's participation in EU cross-border research and development programmes in transport should be envisaged on the basis of common interests;
4. Recalls the importance of the Commission being the sole EU negotiator during the negotiations and that Member States are not to undertake any bilateral negotiations; urges, however, the Commission to represent the interests of each Member State in the

¹ P9_TA(2020)0033.

² Council Decision authorising the opening of negotiations with the United Kingdom of Great Britain and Northern Ireland for a new partnership agreement (5870/20) and Annex to Council Decision authorising the opening of negotiations with the United Kingdom of Great Britain and Northern Ireland for a new partnership agreement (5870/20 ADD 1 REV 3).

³ Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community (OJ L 29, 31.1.2020, p. 7).

⁴ UKTF(2020)14.

final comprehensive agreement;

5. Emphasises that rights and privileges entail obligations and that the level of access to the EU single market should fully correspond to the extent of regulatory convergence and commitments agreed with respect to observing a level playing field for open and fair competition and should be based on the minimum common standards applicable in the EU-27;
6. Supports the negotiating directives, which set out that Gibraltar will not be included in the territorial scope of the agreements to be concluded between the EU and the UK, and that any separate agreement will require the prior agreement of the Kingdom of Spain;

Aviation

7. Recalls that aviation is the only mode of transport that does not have any legal World Trade Organization (WTO) fall-back in case no agreement is reached before the end of the transition period;
8. Considers that the envisaged partnership should include an ambitious and comprehensive Chapter on Air Transport that ensures the EU's strategic interests, and contains appropriate provisions on market access, investment and operational and commercial flexibility (e.g. code sharing), taking into account balanced rights and obligations;
9. Considers that the envisaged partnership should include a level playing field in the areas of State aid, passengers' rights, social rights, safety, security and environmental protection;
10. Stresses that any possible granting of some elements of the so-called 'fifth freedom' (freedom of the air) should be balanced with corresponding obligations in the interests of the Union;
11. Stresses that the envisaged partnership should include close cooperation in aviation safety and air traffic management; considers that such cooperation should not limit the EU in determining the level of protection it considers appropriate for safety and the environment;
12. Underlines the importance of the future close collaboration between the UK Civil Aviation Authority and European Union Aviation Safety Agency, and of the UK's involvement in the current and future air traffic management (ATM) programmes, such as the Single European Sky ATM Research, to ensure the interoperability of infrastructure and to enhance safe and efficient functioning of air traffic in Europe;
13. Considers that the UK's cooperation in the EU Space programme should be envisaged when it is in the Union's interest;

Road

14. Reiterates that any agreement on road freight transport needs to be an integral part of a Comprehensive Free Trade Agreement;

15. Notes that the current European Conference of Ministers of Transport framework, which is based on a limited number of permits, is not suitable for EU-UK relations, taking into account the extent of freight transported by road between the EU-27 and the UK; stresses, in this regard, that appropriate measures should be put in place to avoid threats to public order and prevent disruptions to traffic flows of road haulage operators and coach and bus service operators; underlines, therefore, the importance of providing improved direct sea routes from Ireland to the continent thereby reducing reliance on the UK-land bridge;
16. Emphasises that UK freight transport operators cannot be granted the same level of rights and benefits as Union freight transport operators when it comes to road freight transport operations;
17. Considers that the envisaged partnership should include the right of transit of laden and unladen journeys from the territory of one party to the territory of the same party through the territory of the other party;
18. Considers that the envisaged partnership should include a level playing field in the areas of work, driving and rest time, the posting of drivers, tachographs, vehicle weights and dimensions, combined transport and training of personnel, and specific provisions to ensure a comparable level of protection in relation to operators and drivers;
19. Stresses that the envisaged partnership should, with regard to the carriage of passengers by coach and bus, take into account the multilateral Interbus Agreement⁵ and the Protocol to that agreement; expects that the future agreement take into consideration the importance of ensuring the greening of the industry through the deployment of alternative fuels and charging infrastructure;

Rail

20. Stresses that the envisaged partnership should include the specific situation of the Channel tunnel, especially with regard to aspects of the safety regime, authorisation and passengers' rights;

Maritime transport and ports

21. Stresses that the envisaged partnership should ensure reciprocal and equal market access for the international maritime transport sector, including but not limited to, offshore sector and domestic trade, with an appropriate level playing field in safety, security, environmental and social areas, between EU and UK ports, without compromising the already existing high EU standards in these areas; stresses that the partnership should envisage a common approach with regard to the global policy framework of the International Maritime Organization, the Organisation for Economic Co-operation and Development, the International Labour Organization and the WTO;
22. Urges that the fluidity of EU-UK maritime trade, the free movement of passengers, seafarers, offshore and onshore staff should be a priority; stresses, in this regard, that the

⁵ Agreement on the international occasional carriage of passengers by coach and bus (Interbus Agreement) (OJ L 321, 26.11.2002, p. 13).

EU and the UK should ensure that proper border and customs systems are in place to prevent delays and disruptions;

23. Stresses the importance of effective cooperation and the exchange of information between the European Maritime Safety Agency and the UK Maritime and Coastguard Agency;

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	28.5.2020
Result of final vote	+: 47 -: 1 0: 1
Members present for the final vote	Magdalena Adamowicz, Andris Ameriks, José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Marco Campomenosi, Ciarán Cuffe, Jakop G. Dalunde, Johan Danielsson, Andor Deli, Karima Delli, Anna Deparnay-Grunenberg, Ismail Ertug, Gheorghe Falcă, Giuseppe Ferrandino, Mario Furore, Søren Gade, Isabel García Muñoz, Jens Gieseke, Elsi Katainen, Kateřina Konečná, Julie Lechanteux, Peter Lundgren, Benoît Lutgen, Elżbieta Katarzyna Łukacijewska, Marian-Jean Marinescu, Tilly Metz, Giuseppe Milazzo, Cláudia Monteiro de Aguiar, Caroline Nagtegaal, Jan-Christoph Oetjen, Philippe Olivier, Rovana Plumb, Dominique Riquet, Dorien Rookmaker, Massimiliano Salini, Sven Schulze, Vera Tax, Barbara Thaler, István Ujhelyi, Petar Vitanov, Elissavet Vozemberg-Vrionidi, Lucia Vuolo, Roberts Zīle, Kosma Złotowski
Substitutes present for the final vote	Josianne Cutajar, Clare Daly, Roman Haider, Anne-Sophie Pelletier, Robert Roos

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

47	+
ECR	Peter Lundgren, Robert Roos, Roberts Zīle,
GUE/NGL	Clare Daly, Kateřina Konečná, Anne-Sophie Pelletier
ID	Marco Campomenosi, Roman Haider, Julie Lechanteux, Philippe Olivier, Lucia Vuolo
PPE	Magdalena Adamowicz, Andor Deli, Gheorghe Falcă, Jens Gieseke, Elżbieta Katarzyna Łukacijewska, Benoît Lutgen, Marian-Jean Marinescu, Giuseppe Milazzo, Cláudia Monteiro de Aguiar, Massimiliano Salini, Sven Schulze, Barbara Thaler, Elissavet Vozemberg-Vrionidi
RENEW	José Ramón Bauzá Díaz, Izaskun Bilbao Barandica, Søren Gade, Elsi Katainen, Caroline Nagtegaal, Jan-Christoph Oetjen, Dominique Riquet
S&D	Andris Ameriks, Josianne Cutajar, Johan Danielsson, Ismail Ertug, Giuseppe Ferrandino, Isabel García Muñoz, Rovana Plumb, Vera Tax, István Ujhelyi, Petar Vitanov
VERTS/ALE	Ciarán Cuffe, Jakob G. Dalunde, Karima Delli, Anna Deparnay-Grunenberg, Tilly Metz
NI	Mario Furore

1	-
NI	Dorien Rookmaker

1	0
ECR	Kosma Zlotowski

Key to symbols:

+ : in favour

- : against

0 : abstention