



*Committee on Transport and Tourism
The Chair*

26.1.2021

David McAllister
Chair
Committee on Foreign Affairs
BRUSSELS

Bernd Lange
Chair
Committee on International Trade
BRUSSELS

Subject: Opinion on the consent to the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part (2020/0382(NLE))

Dear Chairs,

Under the procedure referred to above, the Committee on Transport and Tourism decided to request the application of Rule 56(1) in order to submit an opinion to the Committee on Foreign Affairs and the Committee on International Trade in form of this letter.

The Committee on Transport and Tourism wishes to make the following remarks:

SUGGESTIONS

1. Welcomes the fact that the Trade and Cooperation Agreement (the ‘Agreement’) will provide continued and unhindered connectivity for air, road and maritime transport and will ensure fair competition between EU and UK transport operators; welcomes, in this regard, the fact that the Agreement establishes reciprocal market access and common rules and standards in a wide range of areas, ensuring a high level of transport safety, workers’ and passengers’ rights and environmental protection in those areas; welcomes also the fact that the Agreement ensures connectivity while not granting the UK the same level of rights as offered by the single market;
2. Underlines that the EU must remain vigilant about the fact that the UK has not committed itself to the dynamic alignment of its rules on several policy areas; points out that this means that the unilateral tightening of rules and standards in the EU will not automatically lead to the alignment of the corresponding UK rules and standards;
3. Welcomes the comprehensive chapter on air transport included in the Agreement, which should ensure that the EU’s strategic interests are protected, and which contains appropriate provisions on market access, traffic rights, code sharing and passengers’ rights; welcomes the specific provisions concerning a level playing field in the chapter on aviation, which will ensure that EU and UK air carriers compete on an equal footing; notes the solution found to the ownership and control rules, which govern access to the internal market while leaving the possibility for continued liberalisation in the future;
4. Welcomes the specific chapter on aviation safety; notes that the agreed text includes close cooperation in aviation safety and air traffic management; considers that such cooperation should not limit the EU in determining the level of protection that it considers appropriate for safety; underlines the importance of the future close collaboration between the UK Civil Aviation Authority and the European Union Aviation Safety Agency;
5. Welcomes the fact that the Agreement will ensure quota-free connectivity between the EU and the UK for road transport hauliers and that it will guarantee full transit rights for both parties across each other’s territories, the so-called ‘land bridge’; welcomes the strong level playing field achieved in the negotiations for road transport and the specific provisions thereof, which will bind the UK to the high EU standards applicable to the road haulage sector; highlights, in this regard, that the Agreement includes inter alia standards on access to the profession, posting of drivers, driving and rest times, tachographs and weights and dimensions of vehicles; notes that such standards will not only ensure fair competition, but will also guarantee good working conditions for drivers and a high level of road safety; welcomes the special provisions relating to Northern Ireland, adopted in recognition of Ireland’s unique situation, which will minimise disruption to the economy on the island of Ireland;
6. Notes that passenger road transport is to be provisionally covered by the Interbus agreement (covering only occasional services), safeguarding passengers’ rights and ensuring a high level of safety; stresses, therefore, that the Protocol to the Interbus Agreement covering regular and special regular passenger transport services by coach and bus should be concluded as soon as possible in order to avoid potential disruption of

connectivity between the EU and the UK;

7. Notes that, while the agreement does not cover rail, the appropriate steps have been taken on a bilateral basis between France and the UK to address the specific situation of the Channel Tunnel; considers that an appropriate temporary safety and authorisation regime has been put in place, following the adoption of contingency measures at the end of 2020¹;
8. Stresses the need for continued cooperation with the UK with the aim of increasing the sustainability of transport;
9. Welcomes the fact that the Agreement ensures reciprocal and equal market access for the international maritime transport sector, with an appropriate level playing field in safety, security, environmental and social areas, to EU and UK ports, without compromising the existing high EU standards in these areas; highlights the importance of ensuring efficient customs checks and smooth export and import operations between EU and UK ports, without causing disruptions to the transport trade links and without hampering the competitiveness of the EU fleet;
10. Underlines the importance of EU-UK partnerships on research and development across all transport modes and welcomes UK participation in cross-border transport projects of common interest based on reciprocity, including continued cooperation within the framework of the TEN-T network and efforts to create interoperability along all corridors, for example in terms of seamless deployment of alternative fuels and charging infrastructure;
11. Highlights the importance of the proper implementation of the Agreement; welcomes in this regard the establishment of the Specialised Committees in the field of transport – namely those for air transport, aviation safety and road transport – to monitor and review the implementation of the Agreement; calls on the Commission to set up a dedicated structure that enables the social partners to be involved in the monitoring and implementation of the Agreement, and gives them the possibility to submit complaints; urges the Commission to stand ready to make full use of the dispute resolution mechanisms and to take remedial measures provided for in the agreement in the event of non-compliance by the UK; stresses that, in the future, Parliament should exercise the highest level of scrutiny in respect of the implementation of the Agreement through its active and continuous participation in the Parliamentary Partnership Assembly established by the Agreement.

Taking into consideration the above-mentioned remarks, the Committee on Transport and Tourism recommends that the Committee on Foreign Affairs and the Committee on International Trade give its consent to the Trade and Cooperation Agreement between the European Union and the European Atomic Energy Community, of the one part, and the United

¹Regulation (EU) 2020/2222 of the European Parliament and of the Council of 23 December 2020 on certain aspects of railway safety and connectivity with regard to the cross-border infrastructure linking the Union and the United Kingdom through the Channel Fixed Link (OJ L 437, 28.12.2020, p. 43).

Decision (EU) 2020/1531 of the European Parliament and of the Council of 21 October 2020 empowering France to negotiate, sign and conclude an international agreement supplementing the Treaty between France and the United Kingdom of Great Britain and Northern Ireland concerning the Construction and Operation by Private Concessionaires of a Channel Fixed Link (OJ L 352, 22.10.2020, p. 4).

Kingdom of Great Britain and Northern Ireland, of the other part.

Yours sincerely,

((signed)) [Karima Delli]

[Johan Danielsson]

CC: D. Sassoli, President
A. Tajani, CCC Chair
Legislative Coordination