



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Transport and Tourism

2014/2228(INI)

9.1.2015

DRAFT OPINION

of the Committee on Transport and Tourism

for the Committee on International Trade

on the report containing Parliament's recommendations to the European Commission on the negotiations for the Transatlantic Trade and Investment Partnership (TTIP)
(2014/2228(INI))

Rapporteur: Wim van de Camp

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SUGGESTIONS

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

- A. whereas in its resolution of 23 May 2013 on EU trade and investment negotiations with the United States of America¹, Parliament stressed the importance of several major transport issues to be addressed and included in the Transatlantic Trade and Investment Partnership (TTIP);
- B. whereas at this time no transport-related issues have been included in the TTIP negotiations, partly due to the fact that this would not be in line with US trade policy;
 - 1. Finds regrettable the fact that no transport-related issues were included in the Commission's negotiating mandate for the TTIP;
 - 2. Reiterates the great importance of the transatlantic transport sector for trade as well as economic growth and jobs; reiterates its call for the negotiations to address in a meaningful way and in the spirit of reciprocity all relevant issues, taking into account existing EU standards;
 - 3. Deplores the severe restrictions in the US air transport sector regarding foreign ownership and control of airlines; deplores, furthermore, the imbalance between the restrictions on cabotage rights imposed by the US and the freedoms enjoyed by US airlines in Member States; questions seriously, in this respect, the validity of the reasoning by the US to maintain these restrictions based on national security considerations;
 - 4. Notes that US maritime cabotage laws are regulated by the Jones Act (Merchant Marine Act of 1920) and that under this act US vessels are: (i) restricted from having repair and conversion services carried out outside the US; and (ii) subject to declaration, entry and payment of a 50 % import duty upon return to the US, if sent to a foreign shipyard for repair work or the installation of certain equipment; emphasises that no US-built requirements exist for any other modes of transportation in the US and that this results in the effective exclusion of the EU shipbuilding industry, including ship repair and maintenance, from selling vessels for use in American waters; notes that the EU does not exclude maritime manufacturers from the US or any other third countries; calls upon the Commission to address in the TTIP this extreme protectionism by the US;
 - 5. Notes that EU companies are hindered as regards market access for major transport infrastructure investments (such as railway projects) due to: (i) regulatory and standardisation barriers; and (ii) 'Buy America' provisions²; emphasises that this puts EU goods and services at a serious disadvantage; calls upon the Commission to address in the TTIP this protectionism by the US by pushing for the creation of a level playing field and establishing a new level of transparency in procurement with open and predictable procedural requirements.

¹ Texts adopted, P7_TA(2013)0227.

² Buy America Act, American Recovery and Reinvestment Act and the Surface Transportation Assistance Act.