Department of Transport, Tourism and Sport

Report on EU developments in the period
1 January 2020– 30 June 2020

Submitted under Section 2(5) of the European Union (Scrutiny) Act 2002

Contents
Introduction ........................................................................................................................................... 1
Section 1: General Overview ............................................................................................................... 1
Brexit .................................................................................................................................................. 1
COVID-19 .......................................................................................................................................... 2
Review of the Trans-European Network for Transport (TEN-T) ....................................................... 4
Connecting Europe Facility (CEF) 2019 Multi-Annual Call for Proposals .......................................... 4
TEN-T Atlantic Core Network Corridor ................................................................................................ 5
Section 2: Tourism and Sport Developments ..................................................................................... 5
Tourism ............................................................................................................................................... 5
Sports .................................................................................................................................................. 6
Education, Youth, Culture and Sport Council (EYCS) ........................................................................ 6
Section 3: Croatian Presidency and Upcoming German Presidency .................................................. 6
Croatian Presidency ............................................................................................................................. 6
German Presidency ............................................................................................................................. 6
Transport Councils ............................................................................................................................. 8
High-level videoconference for European Union Transport ministers on implications of the novel
 coronavirus (2019-nCoV) on transport, 18 March 2020 ................................................................. 8
Introduction
This report is drafted in compliance with Section 2 (5) of the European Union (Scrutiny) Act 2002. The act provides that each Minister of the Government shall furnish to the Oireachtas, on a six-monthly basis, a report on relevant “measures, proposed measures and other developments” in the European Union. To that end, this report can broadly be broken down into four sections:

- **Section 1** provides a general overview of Transport developments, events and influencing factors over the last six months, including the UK’s departure from the EU and the COVID-19 pandemic.
- **Section 2** summarises developments in the fields of Sport and Tourism.
- **Section 3** provides a review of the Croatian Presidency, previews the German Presidency, and provides a summary overview of the Transport Councils which took place on 18 March, 29 April and 4 June 2020, respectively, by videoconference.
- **Section 4** outlines EU legislative developments, including proposals, which the Department has been working on over the six month period to 30 June 2020.

Section 1: General Overview

**Brexit**
The focus of the EU during the first six months of 2020 was, initially, in preparing a mandate for the future relationship negotiations with the UK and latterly, in engaging with the UK in these negotiations. By end June 2020, the overall level of progress achieved was disappointing.

In preparing for the negotiations, the Commission held technical seminars for Member States in January 2020 to inform the development by the Commission of a draft mandate. On 25 February 2020, the EU published its mandate. The UK Government published its mandate two days later, on 27 February. The European Commission’s draft legal agreement for the future EU-UK partnership and the negotiating directives were approved by EU Member States in the General Affairs Council on 25 February 2020, in line with the Political Declaration agreed between the EU and the UK in October 2019. This negotiating document was transmitted to the United Kingdom on 18 March 2020, following consultation with the European Parliament and Council, and published.

Negotiations began in March 2020 on the new future relationship agreement which, if agreed, is due to come into effect from 1 January 2021. The negotiations included consideration of aviation, maritime and road transport matters. By end June 2020, four rounds of negotiations had been completed with a further restricted round taking place from 29 June to 3 July. Both parties also agreed to an intensified frequency of talks between the end of June and August 2020.

The UK confirmed on 15 June 2020 that it would not seek an extension to the transition period. This means that the transition period will end on the 31 December 2020.

By end June 2020, the Commission published a number of additional Brexit readiness notices, including on:
Aviation safety (16 March);
Air transport (16 March);
Passenger rights (18 March);
Aviation and maritime security (28 April);
Maritime transport (5 June); and
Recreational craft and personal watercraft (26 June)

As part of the wider Government preparations, Brexit contingency planning continued over the first six months of 2020 across all transport sectors. However, the main focus was on managing the impact of the COVID-19 pandemic. This had a major impact on transport operations, particularly passenger operations in public transport, maritime services, aviation services, and also road freight services.

In relation to Northern Ireland, the Protocol on Ireland and Northern Ireland upholds measures to protect the Good Friday Agreement and to protect the integrity of the Single Market. The Protocol will enter into force at the end of the transition period regardless of the outcome of the EU-UK future relationship negotiations. Over the period to June 2020, the EU continued to emphasise the importance of full implementation of the Withdrawal Agreement and Protocol. The European Commission set out its assessments of the requirements for implementation in a Technical Note on 30 April. The UK also published its ‘Command Paper on the implementation of the Protocol on Ireland/Northern Ireland’ on 20 May. A Specialised Committee was established to consider in more detail issues related to implementation and application of the Protocol. By end June, two meetings of the EU-UK Joint Committee, and one meeting of the Specialised Committee on Ireland/Northern Ireland, had been held. Ireland participated as part of the EU delegation in all these meetings.

**COVID-19**

The re-introduction of internal EU borders had an immediate and disruptive impact on European supply lines and general mobility. All EU Member States (except Ireland) applied a temporary restriction on all non-essential travel into the EU. Most Member States also applied restrictions on internal EU cross-border travel and public transport services.

The Commission acted swiftly and published Guidelines for border management measures to protect health and ensure the availability of goods and essential services (16 March 2020). The Commission shortly afterwards established a network of National Contact Points for transport, comprising all Member States and the Commission, to share daily updates of developments at borders in all Member States and between the EU and third countries, and updates on transport measures or restrictions adopted by each Member State. This information is published on the Commission’s transport coronavirus response webpage.

The Commission published a further communication (23 March 2020) calling for the establishment of Green Lanes for freight traffic at internal EU borders, the suspension of national transport restrictions (e.g. weekend HGV bans, bans on HGV drivers sleeping in cabs), and the freedom of
movement of transport workers. It set a target of a maximum of 15 minutes for freight to cross internal EU borders.

The European Commission also issued guidance (26 March 2020) for the continued support of air cargo operations. The measures include inviting Member States to grant temporary traffic rights for additional cargo operations from outside the EU, if restrictions would normally apply. It asked that Member States also temporarily remove night curfews and/or slot restrictions at airports for essential air cargo operations, and enable the use of passenger aircraft for cargo-only operations if necessary. It further indicated that any restrictions incompatible with EU laws must be lifted.

On 13 May, the European Commission presented a set of guidelines and recommendations to help Member States gradually lift travel restrictions and allow tourism businesses to reopen. The Commission’s Tourism and Transport package included:

- An overall strategy towards recovery in 2020 and beyond;
- A common approach to restoring free movement and lifting restrictions at EU internal borders in a gradual and coordinated way;
- A framework to support the gradual re-establishment of transport whilst ensuring the safety of passengers and personnel;
- A recommendation which aims to make travel vouchers an attractive alternative to cash reimbursement for consumers;
- Criteria for restoring tourism activities safely and gradually and for developing health protocols for hospitality establishments such as hotels.

The Guidelines set out a coordinated approach to easing of restrictions across the EU based on epidemiological situations but retaining flexibility to reintroduce measures if the epidemiological situation requires. The Guidelines also provide general principles for the safe and gradual restoration of passenger transport by air, rail, road and waterways, including recommendations on limiting contact between passengers and transport workers, and passengers themselves, and reducing where feasible the density of passengers.

The European Union Aviation Safety Agency (EASA) and European Centre for Disease Prevention and Control (ECDC) issued a joint document (20 May; revised 30 June 2020) defining measures to assure the health and safety of air travellers and aviation personnel once airlines resume regular flight schedules following the severe disruption caused by COVID-19. EASA and ECDC were charged by the European Commission with drawing up these guidelines, as part of the wider package of measures to prompt the safe restoration of transport services and connectivity following the outbreak of COVID-19.

In addition to the various communications and guidelines set out above, the Commission also put forward a number of COVID-19 related legislative proposals which are set out in Section 4 of this document.
Review of the Trans-European Network for Transport (TEN-T)

The Commission launched a targeted stakeholder consultation in January 2020 which largely consists of a range of surveys and interviews, covering TEN-T policy generally as well as the following more specific topics:

- Urban nodes within the framework of TEN-T policy
- The functioning of TEN-T Corridors
- Standards and requirements of TEN-T infrastructure
- The TEN-T as an enabler of a future-oriented mobility system
- Rail infrastructure for high-quality passenger services
- Digitalisation in the framework of TEN-T policy
- Infrastructure quality, resilience (to climate change and various disasters), life-cycle approach for infrastructure – including aspects of preventive maintenance (notably through application of new technologies)
- TEN-T requirements from the perspective of “European passengers” (including aspects of accessibility for all users)
- Cooperation with third countries on TEN-T policy

Since the process commenced, the Department of Transport, Tourism and Sport has been engaging with relevant stakeholders and the consultants who have been engaged by the Commission on the review. In her presentation to the European Parliament on 23 June 2020, Commissioner Vălean advised that once the analysis of the evaluation is complete, the Commission will publish a Commission Staff Working Document expected in November 2020. In parallel, the Commission will launch an Impact Assessment, including a consultation on the policy options.

Connecting Europe Facility (CEF) 2019 Multi-Annual Call for Proposals

The most recent CEF Transport call for proposals was open for applications between 16 October 2019 and 26 February 2020. The call had an indicative budget of €1.4 billion, with €750 million available under the general financial envelope, which was open to all Member States. The balance of €650 million was only open to Member States eligible for Cohesion Fund support, which does not include Ireland.

The call had various budget lines dedicated to the following funding priorities:

- Pre-identified projects on the Core Network;
- European Rail Traffic Management Systems (ERTMS): on-board deployment;
- Safe and secure infrastructure, including safe and secure parking on the road core network;
- Intelligent Transport Services for road (ITS);
- Single European Sky (SESAR);
- Actions implementing transport infrastructure in nodes of the core network, including urban nodes (passengers transport); and
- Motorways of the Sea.
There were 9 projects in total either submitted by or involving participating Irish applicants under this call. It should be noted that the oversubscription rate for funding under the general envelope of this call was approximately 2.4 : 1, highlighting the competitive nature of this funding stream.

**TEN-T Atlantic Core Network Corridor**

On 28 May, Ireland attended a meeting of the Atlantic Core Network Corridor forum for the first time. The Department of Transport, Tourism and Sport was present in an observer status in advance of Ireland formally joining the Atlantic Core Network Corridor in January 2021. Chaired by European Coordinator Professor Carlo Secchi, the forum focussed on the crisis response to the pandemic, with an overview provided by the European Commission and by Member States of their measures taken to date in the transport sector. The Corridor consultants also delivered a presentation on how additional components across various transport modes will change the corridor when it is expanded in 2021.

**Section 2: Tourism and Sport Developments**

**Tourism**

EU developments in relation to tourism from January to June 2020 have been dominated by the COVID-19 pandemic, its impact and subsequent recovery plans for the sector.

On 13 May, the EU issued a Tourism and Transport Package of guidelines and recommendations on how to safely resume travel and reboot tourism. On 27 May, the EU published its proposal for a recovery plan entitled ‘Next Generation EU’ – €750 billion of targeted reinforcements, which will be borrowed on international markets. EU leaders discussed these proposals at European Council on 19 June.

At videoconference meetings of EU Tourism Ministers on 27 April and 20 May, regarding the implications of the pandemic on tourism, Ireland urged the EU to introduce new, tourism-specific funding supports for member states and to allow maximum flexibility in State Aids rules to enable the provision of timely and appropriate supports for the sector.

The Commission launched its Re-Open EU website https://reopen.europa.eu/en on 15 June, a web platform that contains essential information allowing a safe relaunch of free movement and tourism across Europe. To help people plan their travels and holidays during the summer and beyond, the platform provides real-time information on borders, available means of transport, travel restrictions, public health and safety measures such as on physical distancing or wearing of facemasks, as well as other practical information for travellers.

Several EU countries have re-opened their borders for international travellers in an effort to restart tourism. The EU Roadmap aims to bring about a coordinated approach to the lifting of border controls and travel restrictions across Europe.
Sports

**Education, Youth, Culture and Sport Council (EYCS)**

Two video conferences of the Education, Youth, Culture and Sport Council in the Sports configuration were held during the Croatian Presidency. Both meetings dealt with the impact of COVID-19 on the sports sector and focused on how Member States could work together to tackle the issues facing sports.

A meeting of the Directors-General of Sport was held on the 25 June 2020. Ireland was represented by an official from DTTAS. Matters discussed included the impact of Media on Sport and a discussion on the future EU framework for sports.

Coaching and the recognition of qualifications for such was an important topic of discussion over the course of the Croatian Presidency. Council Conclusions on empowering coaches by enhancing opportunities to acquire skills and competences were adopted on the 11 June 2020. This calls on countries to foster education for coaches, acknowledges the role coaches can play in social inclusion, and encourages the use of technology in coaching.

The incoming German Presidency has indicated that its areas of focus will include:

- The Negotiation of the Future EU Work Plan on Sport
- The Impact of COVID-19
- Coordination of the EU Position in relation to developments at WADA
- And ensuring cross-sectoral cooperation to promote Sport, Physical Activity and Social Cohesion.

Section 3: Croatian Presidency and Upcoming German Presidency

**Croatian Presidency**

For the first time, Croatia held the Presidency of the Council of the European Union from January to June 2020. The priorities of Croatia’s presidency were driven by its motto “A strong Europe in a world of challenges”.

The presidency programme focused on four main priorities:

- A Europe that develops;
- A Europe that connects;
- A Europe that protects; and
- An influential Europe

Needless to say, the Croatian Presidency’s work changed focus from their strategic agenda to concentrate on the more pressing concerns arising from the COVID-19 pandemic.

**German Presidency**

On July 1 Germany took up the Presidency role of the Council of the European Union under the motto “Together for Europe’s recovery.” The principles of this Presidency will be:
• Overcoming the consequences of the coronavirus crisis for the long-term as well as economic and social recovery;
• A stronger and more innovative Europe;
• A fair Europe;
• A sustainable Europe;
• A Europe of security and common values and
• A strong Europe in the world.

The German Presidency will focus directly on overcoming the COVID-19 pandemic, fighting the spread of the virus, supporting the European economy to recover and reinforcing social cohesion in Europe. From a transport perspective, the core task of the German Presidency will be to make mobility in Europe more modern, more innovative and more sustainable, and to take on board the lessons learned from COVID-19
Transport Councils

Due to the COVID-19 pandemic, there were no physical meetings of the Transport Council: the informal Ministerial scheduled for March and the formal Council scheduled for June under the Croatian Presidency were reorganised as informal Ministerial videoconferences (VCs). EU Transport Ministers also convened via videoconference in April.

High-level videoconference for European Union Transport ministers on implications of the novel coronavirus (2019-nCoV) on transport, 18 March 2020

The Croatian Presidency organised a high-level videoconference for transport ministers with a view to sharing experiences and discussing the challenges COVID-19 present with regard to the transport sector.

The interventions were based around the transport related measures taken at Member States level, and any additional measures foreseen; what fiscal measures/financial instruments can be applied; maintaining the supply chain; any other issues facing the sector and possible ways forward.

While the focus remains the health of citizens at this time, there was a clear message of solidarity and a call to work as a Union in order to maintain the integrity of the Single Market and keep supply changes moving, so that goods and transport workers can move unhindered.

Guidelines for border management measures to protect health and ensure the availability of goods and essential services (published 16 March) were welcomed, but need to be applied across the Union. In this regard, the Commission called on Member States to designate “green lanes” for essential goods.

Guidelines on Passenger Rights were published on 18 March, to ensure EU passenger rights are applied in a consistent manner across the EU.

Information sharing on any measures at a national level should take place: it was agreed that Member States would identify national contact points for information sharing and policy coordination on transport related matters at this time.

Videoconference of transport ministers, 29 April 2020

EU transport ministers held their second informal videoconference on the implications of the COVID-19 pandemic for transport. The meeting focused on possible additional measures and the coordination of the gradual easing of restrictions in the context of the EU’s exit strategy.

Across the different transport modes, Ministers expressed the need for legal clarity on the possible continued use of expired certificates and licenses and to ensure an optimal coordination of driving bans and other transport restrictions. In this regard, Ministers welcomed the latest legislative proposals adopted by the Commission and called for their swift adoption.

Ministers and Commissioner Vălean acknowledged that the future discussions on the Multiannual Financial Framework and the Recovery Fund should fully reflect the needs of the EU
transport sector especially in terms of liquidity and investments needed for the recovery of all the different stakeholders in the sector. Ministers concluded that the EU needs a coordinated and balanced recovery strategy, which combines the imperative protection of public health with operational and economic recovery.

Key sectoral issues discussed included:

<table>
<thead>
<tr>
<th>Sector</th>
<th>Issue</th>
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<tbody>
<tr>
<td>Aviation</td>
<td>A number of the Member States expressed the need to follow a harmonised approach to Air Passenger Rights at EU Level and allow airline to temporarily issue vouchers instead of an immediate reimbursement for cancelled tickets. Some Member States opposed changes to the current rules so as not to frustrate the legitimate expectations of passengers.</td>
</tr>
<tr>
<td>Road Transport</td>
<td>Green Lanes, referred to in Commission Communication on the Implementation of the Green Lanes of 23 March, are key in preserving the flow in the supply chain and they need to be secured and maintained especially when the volumes of goods, passengers and private transport start to grow again; a number of MSs called for the reassessing the impending and current legislation in road transport in light of the long-term effects of the COVID-19 crisis; others pointed out that the measures deviating from current rules should be limited in time and proportionate.</td>
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<tr>
<td>Rail Transport</td>
<td>The need to strengthen the role of rail freight transport corridors, which proved their importance during the COVID-19 crisis, was highlighted, as well as the need to invest in railway projects in the recovery period, which is in line with the goals of the Green Deal.</td>
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<tr>
<td>Shipping</td>
<td>Ministers put special emphasis on resolving the issue of organising crew changes and safe work conditions; in particular the Presidency heard concerns expressed with regards to Member States keeping their ports open for crew change and the necessity for the crew to be regarded as essential workers in the context of the Guidelines on the Green Lanes and Guidelines on Seafarers in all the Member States</td>
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</tbody>
</table>

**Videoconference of transport ministers, 4 June 2020**

EU Transport Ministers discussed the future of the transport sector in the EU and the need for a sustainable and digital recovery of the sector. Ministers pointed out the necessity to ensure the full recovery and viability of the transport sector in the medium and longer term.

Commissioner Vălean stressed that the investments should indeed be smart and strategic. Ensuring recovery and resilience while modernising to ensure a decisive shift towards decarbonisation will require significant investment in the coming decade.

Investment will be needed to: complete the TEN-T core network by 2030; boost the supply and market-uptake of new technologies for sustainable alternative fuels in all sectors, together with the
necessary infrastructure for their deployment; increase the capacity of railways and waterborne transport, as well as terminals to develop multimodality; promote smart traffic management systems in all transport modes to reduce emissions and congestion and improve safety.

Key sectoral issues discussed included:

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<thead>
<tr>
<th>Sector</th>
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<tr>
<td>Aviation</td>
<td>Ministers recognized the fact that the reduction in air traffic has severely impacted the entire sector and welcomed EASA guidelines for the exit strategy. Ministers pointed out the major role air transport sector plays in economic growth and connectivity. In that regard, the collective efforts in reducing emissions must go hand in hand with the economic recovery of the aviation sector. Some States emphasised the role of research and innovation in green technologies and of investment in fleet renewal. Several ministers noted the potential of sustainable aviation fuels and hydrogen as instruments that contribute most directly and effectively to actual CO2 reductions within the sector.</td>
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<tr>
<td>Land Transport</td>
<td>The biggest negative impact of the crisis can be observed on international passenger transport by rail and bus, which has been almost completely interrupted. Minister stressed the need to coordinate protective measures for drivers and passengers for areas with similar epidemiological situation. For freight transport, where the establishment of Green Lanes helped in avoiding a more serious impact on the sector, it is important to learn from the experience, and use it in the situation of future pandemic outbreaks. A group of Member States expressed concerns regarding the implementation of the Mobility I package on the transport sector. Ministers also mentioned that the investments in environmentally friendly transport modes will be crucial in the coming period. In this context, the use of the Connecting Europe Facility (CEF) as a targeted program is of great importance for Member States to continue investing, especially in areas of digitalization of transport, multimodality and innovative technologies including automatization of transport.</td>
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<tr>
<td>Rail Transport</td>
<td>Ministers stressed the importance of rail transport as a sustainable mode of transport in the COVID-19 recovery period. The importance of further developing rail freight corridors was emphasized, as well as the need to promote structural revival of international rail passenger transport. Ministers of 25 MS (including Ireland) issued a political statement, calling for the establishment of a platform which identifies priorities for improvement and shares good practices.</td>
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</table>
amongst cooperating Member States, the European Commission, the railway sector and the passenger federation. The necessity to continue investing into rail infrastructure was stressed.

**Shipping**

Ministers expressed the need to coordinate at a global level, especially in terms of resolving the problem with crew changes in order to make it possible for the EU seafarers to repatriate after their contracts have ended. Issues of designating crew members as essential workers in the EU and in third countries as well as the need to tackle the problem of reduced capacities to issue Schengen visas to third country seafarers were highlighted.

Ministers advocated a continued greening also through investments in onshore power supply and continued greening, further digitalisation and automation of the sector at EU and global level.

Ministers welcomed the draft Council Conclusions on waterborne transport that set a vision for the future and the path towards a carbon-neutral, zero accidents, automated and competitive EU Waterborne Transport Sector, while recognizing the crucial role of seafarers and inland navigation workers in keeping the supply chains open.
## Section 4: EU Legislative Proposals and Development

### Legislative Proposals

<table>
<thead>
<tr>
<th>Commission Ref Number</th>
<th>Proposal Title</th>
<th>Date of Submission</th>
<th>Decision of the Joint Committee</th>
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<tbody>
<tr>
<td>COM(20) 042</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the relevant Committees of the United Nations Economic Commission for Europe as regards the proposals for modifications to UN Regulations Nos. 10, 26, 28, 46, 48, 51, 55, 58, 59, 62, 79, 90, 106, 107, 110, 117, 121, 122, 128, 144, 148, 149, 150, 151 and 152, as regards the proposals for modifications to Global Technical Regulations (GTR) Nos. 3, 6 and 16, as regards the proposal for amendments to Consolidated Resolution R.E.5, and as regards the proposals for authorisations to develop an amendment to GTR No. 6 and to develop a new GTR on the Determination of Electrified Vehicle Power (DEVP)</td>
<td>Information Note submitted to the Oireachtas on 12 February 2020.</td>
<td>Awaited</td>
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<tr>
<td>COM(20) 058</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the International Maritime Organization during the 75th session of the Marine Environment Protection Committee and the 102nd session of the Maritime Safety Committee, on the adoption of amendments to Annex VI to the International Convention for the Prevention of Pollution from Ships, amendments to Chapter II-1 of the International Convention for the Protection of the Mediterranean Sea against Pollution from Ships, and other related matters.</td>
<td>Information Note submitted to the Oireachtas on 12 March 2020.</td>
<td>Awaited</td>
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<tr>
<td>Reference Number</td>
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<tr>
<td>COM(20)059</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the Council of the International Civil Aviation Organization, in respect of the adoption of Amendments to a number of Annexes to the Chicago Convention.</td>
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<td>COM(20)061</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union within the Regional Steering Committee of the Transport Community as regards certain budgetary matters in relation to the implementation of the Treaty establishing the Transport Community</td>
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<tr>
<td>COM(20)071</td>
<td>Proposal for a Council Decision on the position to be taken on behalf of the European Union at the 56th session of the Committee of Experts for the Carriage of Dangerous Goods of the Intergovernmental Organisation for International Carriage by Rail (OTIF) as regards certain amendments to Appendix C to the Convention concerning International Carriage by Rail (COTIF).</td>
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<tr>
<td>COM(20) 117</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the Port State Control Committee of the Paris Memorandum of Understanding on port State control.</td>
<td>April 2020.</td>
<td>Information Note Submitted to the Oireachtas on 20 April 2020.</td>
</tr>
<tr>
<td>COM(20) 154</td>
<td>Proposal for a Council Decision on the position to be taken on behalf of the European Union at the 13th session of the Committee of Technical Experts of the Intergovernmental Organisation for International Carriage by Rail (OTIF) for the adoption of modifications to UTP rolling stock noise, UTP freight wagons, UTP vehicle marking, and for the adoption of full revision of the rules for the certification and auditing of entities in charge of maintenance (ECM) and the specifications concerning vehicle registers.</td>
<td>May 2020.</td>
<td>Information Note submitted to the Oireachtas on 15 May 2020.</td>
</tr>
<tr>
<td>COM(20) 159</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the Regional Steering Committee of the Transport Community as regards certain administrative and staff matters and the setting up of financial rules for the Transport Community.</td>
<td>May 2020.</td>
<td>Information Note Information Note submitted to the Oireachtas on 22 May 2020.</td>
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postponement of certain periodic checks and training in certain areas of transport legislation.

<table>
<thead>
<tr>
<th>COM(20) 177</th>
<th>Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2017/352, so as to enable managing bodies or competent authorities to provide flexibility in respect of the levying of port infrastructure charges in the context of the COVID-19 outbreak.</th>
<th>Information Note submitted to the Oireachtas on 26 May 2020</th>
<th>Awaited</th>
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<tr>
<td>COM(20) 194</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the International Civil Aviation Organization, in respect of notification of voluntary participation in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) from 1 January 2021 and of the option selected for calculating the aeroplane operators’ offsetting requirements during the 2021-2023 period</td>
<td>Information Note submitted to the Oireachtas on 11 June 2020</td>
<td>Awaited</td>
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<tr>
<td>COM(20) 216</td>
<td>Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the relevant Committees of the United Nations Economic Commission for Europe as regards the proposals for modifications to UN Regulations Nos 13, 14, 16, 22, 30, 41, 44, 78, 79, 83, 94, 95, 101, 108, 109, 117, 129, 137, 138, 140 and 152, the proposal to new UN Regulation concerning the approval of vehicles with regard to fuel system integrity and safety of electric power train in the event of a rear-end collision, the proposal and the modification for a new UN Regulation on Worldwide harmonized Light vehicles Test, the proposal for a new UN Regulation on uniform provisions concerning the approval of vehicles with regards to cyber security and cyber security management system, the proposal for a new UN Regulation on uniform provisions concerning the approval of vehicles with regards to software update and software update management system, the proposal for a new UN Regulation on uniform provisions concerning the approval of vehicles with regards to Automated Lane Keeping System, the proposals for modifications to Global Technical Regulations (GTR) Nos 3, 6, 7, 16 and 19, and the proposal for amendments to Consolidated Resolution on the Construction of Vehicles R.E.3.</td>
<td>Information Note submitted to the Oireachtas on 16 June 2020</td>
<td>Awaited</td>
</tr>
<tr>
<td>COM(20) 218</td>
<td>Proposal for a Council Decision on the position to be taken on behalf of the European Union in the Council of the International Civil Aviation Organisation in respect of the envisaged adoption of Amendment 91 to annex 10, Volume III and on the notification of difference from the date of application of</td>
<td>As of 14 August, awaiting Ministerial sign off prior to submission to the Oireachtas</td>
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<td>Amendment 13 to Annex 14, Volume 1, Amendment 40C to Annex 6, Amendment 77B to Annex 3 and Amendment 39 to Annex 15.</td>
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<tr>
<td><strong>COM(20) 219</strong></td>
<td>Proposal for a COUNCIL DECISION amending Council Decision (EU) 2016/915 as regards the reference period intended to be used for measuring growth of CO2 emissions, to take account of the consequences of the COVID-19 pandemic in the context of CORSIA</td>
<td>Information Note submitted to the Oireachtas on 16 June 2020</td>
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<tr>
<td><strong>COM(20) 247</strong></td>
<td>Proposal for a Council Decision on the position to be taken on behalf of the European Union at the International Civil Aviation Organisation as regards notification of differences to Annexes 1 and 6 to the Convention of International Civil Aviation related to COVID-19 pandemic.</td>
<td>As of 14 August, awaiting Ministerial sign off prior to submission to the Oireachtas</td>
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</table>