



Department of Transport, Tourism and Sport

**Report on EU developments in the period
1 July 2019– 31 December 2019**

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

Contents

Introduction	3
Section 1: General Overview.....	3
Brexit.....	3
Review of Trans-European Network for Transport (TEN-T).....	4
Connecting Europe Facility (CEF) 2019 Multi-Annual Call for Proposals	4
Connecting Europe Facility (CEF) Information Day, Dublin	5
NSMED Core Network Corridor Forum	5
Motorways of the Sea Forum	6
Package Meeting with DG MOVE.....	6
Section 2: Tourism and Sport Developments	6
Tourism	6
Sports	6
Education, Youth, Culture and Sport Council (EYCS)	6
Section 3: Finnish Presidency and Upcoming Croatian Presidency	7
Finnish Presidency.....	7
Croatian Presidency	7
Transport Councils (Formal).....	8

Transport Council, Brussels, 20 September 2019	8
Transport Council, Brussels, 2 December 2019	10
Section 4: EU Legislative Proposals and Development	12
Legislative Proposals	12

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 with regards to the UK’s departure from the EU.
- **Section 2** summarises developments in the fields of Sport and Tourism.
- **Section 3** provides a review of the Finnish Presidency, previews the Croatian Presidency, and provides a summary overview of the Transport Councils which took place on 20 September and 2 December 2019, respectively.
- **Section 4** outlines EU legislative developments, including proposals, which the Department has been working on over the six month period to 30 June 2019.

Section 1: General Overview

Brexit

During the period July to December 2019, planning and contingency efforts continued apace domestically and an updated Contingency Action Plan was published on the 9 July 2019 detailing whole of Government actions undertaken and those to be undertaken in advance of the 31 October 2019, the anticipated exit date of the UK from the EU. In July the European Commission published an additional preparedness notice stakeholders in relation to Tachographs in Road Transport and updated its preparedness notice related to Travelling between the EU and the UK following the UK’s withdrawal.

In September, the European Commission announced its intention to extend two contingency regulations, related to aviation and road transport, which had been adopted in early 2019 and had been due to come into effect on the 29 March 2019 in the event that the UK exited the EU without a deal. These contingency measures provided for continued ‘point to point’ aviation connectivity, between the UK and the EU, and in respect of road transport, provided for the continuation of international road haulage and cross-border bus services. The contingency regulations were time-bound and the potential deferment of the UK’s exit to the 31 October 2019 meant that these measures would expire prematurely. The Commission proposal announced in September aimed to extend these regulations to end October 2020 and end July 2020 respectively.

On the 17 October 2019, EU and UK negotiators reached an agreement on the revised Protocol on Ireland/Northern Ireland included in the Withdrawal Agreement and on the revised Political Declaration. On foot of a recommendation by the European Commission, EU Leaders endorsed the Withdrawal Agreement and approved the revised Political Declaration on the framework for the future relationship.

On October 29 the European Council adopted a decision to extend the period under Article 50.3 of the Treaty on the European Union, until 31 January 2020, at the latest, to allow more time for the ratification of the withdrawal agreement by the UK Parliament.

It is the intention of the EU to make an immediate start on negotiations once the Withdrawal Agreement is ratified. In order to ensure that the EU will be in a position to do so, the European Commission held a meeting in early December to outline the structures which will be put in place for the future relationship negotiations under the UK Task Force to be led by Michel Barnier. The key first phase will be the agreement of the EU Mandate. In order to facilitate dialogue between the Commission and the Member States in this regard, the Commission announced its intention to hold technical seminars in January 2020 which will assist preparations of a draft mandate by the Commission.

Review of Trans-European Network for Transport (TEN-T)

In February 2019, Commissioner Violeta Bulc wrote to EU Transport Ministers to note the European Commission was considering advancing their review of the TEN-T Regulation, which was due to occur by 2023. The review process includes an evaluation study due for completion in 2020, a public stakeholder consultation that was open for submissions between April and July 2019, and targeted consultations with Member States and stakeholders. These consultations were due to occur in late 2019 but have been delayed by the Commission until early 2020.

On 9 August 2019, honouring a Programme for a Partnership Government commitment, Minister Ross made a submission to Commissioner Bulc on the matter of reviewing the TEN-T network. The Minister outlined Ireland's national policy developments since the TEN-T Regulation came into force in 2013. These developments included the Government's National Development Plan and National Planning Framework, jointly referred to as Project Ireland 2040, as well as the implications of Brexit on Ireland's international connectivity. The Minister's submission highlighted the importance of developing the Atlantic Economic Corridor (AEC) region along Ireland's Western seaboard, as recognised in Project Ireland 2040.

Commissioner Bulc responded to Minister Ross on 10 October. The Commissioner welcomed Ireland's submission and assured that Irish concerns and specificities will be fully taken into account during the TEN-T review process and that the Commission will do its utmost to ensure Ireland's continued connection to the TEN-T network.

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

The Commission published the latest call for proposals on 16 October 2019 and the deadline for applications is 26 February 2020. The terms of the call were agreed by Member State representative at the CEF Transport Coordinating Committee in Brussels on 27 September.

The call has an overall budget of €1.4 billion, with €750 million available under the general financial envelope, which is open to all Member States. The balance of €650 million is only open to Member States eligible for Cohesion Fund support, which does not include Ireland.

The call has 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);
- Motorways of the Sea.

Alongside the 2019 CEF Transport Multi Annual Programme, CEF is offering a **Blending Facility**. Projects applying for CEF support under the Blending Facility must also secure a loan from an Implementing Partner, such as the European Investment Bank or other financial institutions. The CEF transport blending facility has a budget of €198 million and will support two areas that will deliver on the Commission's agenda for a clean and digital transport system: deployment of the European Railway Traffic Management System (ERTMS), and deployment of Alternative Fuels. The Blending Facility is unique in that there will be rolling deadlines for applications rather than one cut-off point. The first deadline is 14 February 2020 and new deadlines will be issued on a quarterly basis until March 2021 or until the budget is exhausted.

Connecting Europe Facility (CEF) Information Day, Dublin

On 20 November 2019, the Department hosted a CEF Information Day for interested stakeholders and potential applicants. DG MOVE and Innovation and Networks Executive Agency (INEA) participated on the day, delivering presentations the new call for proposals, the application process, and the future of CEF policy in the new programming period 2021-2027. Two successful Irish applicants (Gas Networks Ireland and Donegal County Council) also delivered presentations about their projects and experiences with CEF.

The Department is actively engaging with potential CEF applicants for this current call. A new web page, providing further information about CEF, TEN-T and the application process has been created and can be accessed at the following link:

<https://www.gov.ie/en/publication/331b18-trans-european-network-for-transport-ten-t-and-connecting-europe-fac/>

NSMED Core Network Corridor Forum

The 14th meeting of the North Sea Mediterranean (NSMED) Core Network Corridor Forum took place on the 19 November 2019 in Brussels and was attended by the Department. Professor Péter Balázs (NSMED Coordinator) expressed his gratitude to Ireland in relation to the Joint Seminar on Ireland's European Connectivity, 16 – 17 April 2019, Dublin.

DG MOVE presented on the Connecting Europe Facility (CEF) Multi-Annual Programme call 2019 and the CEF Transport Blending Facility. Professor Balázs advised of the site visits he had made since the last Forum and noted other recent activities. Professor Kurt Bodewig (Motorways of the Sea Coordinator) presented the latest developments in that regard. He called for stronger cooperation between the NSMED Core Network Corridor and Motorways of the Sea including a more regular data exchange.

Motorways of the Sea Forum

On 22 November 2019, the Department, accompanied by the Irish Maritime Development Office (IMDO), attended a Member States only Motorways of the Sea (MoS) Forum addressing two major items: a) the presentation of the revised Detailed Implementation Plan, setting the priorities and pillars for the years to come and b) the launch of the debate on how MoS and more widely the maritime dimension of the TEN-T could evolve in the future, in view of the TEN-T revision.

Package Meeting with DG MOVE

In October 2019 the Department hosted a package meeting with DG MOVE. The objective of the meeting was to have an open and transparent conversation regarding Ireland's active infringement cases relating to Transport.

The meeting was productive and the importance of maintaining ongoing engagement with the European Commission on the Department's open infringements was noted. Representatives from the Department of Foreign Affairs and Trade and Attorneys General Office also attended.

Section 2: Tourism and Sport Developments

Tourism

The Tourism Advisory Committee (TAC) had been involved in discussions in Q3 and Q4 on outlining the key issues relating to policies on boosting innovation in tourism through the titled strategy 'enabling digital innovation uptake and supporting innovation ecosystems in Tourism'.

Digitalisation is one of the megatrends, which will continue to impact the future of EU tourism in the medium and long haul. In a sector that is dominated by micro and small enterprises, the tourism sector often struggles with the uptake of new technologies.

With these discussions, the tourism sector can ensure a more integrated approach and interface between innovation and tourism policies at national level. It will identify the main policy challenges in supporting the development of tourism innovation ecosystems and identify what can be done at EU level to facilitate innovation uptake in tourism.

Sports

Education, Youth, Culture and Sport Council (EYCS)

The meeting took place, 21 November 2019, in the afternoon session of the first day of EYCS Council and was chaired by Hanna Kosonen, Finnish Minister of Science and Culture. The Irish delegation was led by Ms Maeve Collins, Deputy Permanent Representative.

The Council Conclusions on combatting corruption in sport and on safeguarding children in sport were adopted unanimously.

The policy debate was on the topic of promoting good governance in sport. Witold Bańka, Polish Minister of Sport and Tourism and recently-elected President of the World Anti-Doping Agency, made a keynote speech ahead of the debate. There was a full round-table discussion on this topic, where many Member States noted that, at national level, financial support for sporting

organisations should be linked to governance standards and that exchange of best practice at EU level on good governance is worthwhile.

Under Any other Business, the Presidency and Romania provided information on recent meetings of the World Anti-Doping Agency and Croatia detailed the priorities of their incoming Presidency.

Section 3: Finnish Presidency and Upcoming Croatian Presidency

Finnish Presidency

For the second half of 2019 Finland held the Presidency of the European Union. The priorities of Finland's presidency were driven by its motto: "Sustainable Europe - Sustainable Future".

The presidency programme focused on four main priorities:

- strengthening common values and the rule of law
- make the EU more competitive and socially inclusive
- strengthening the EU's position as a global leader in climate action
- protecting the security of citizens comprehensively

Croatian Presidency

Croatia, the youngest EU Member, takes over the Presidency of the European Union in the first half of 2020. Under the slogan "A strong Europe in a challenging world" the priorities of the Croatian Presidency are:

- Europe that develops,
- Europe that connects,
- Europe that protects and
- Europe that is influential

Once the Croatian Presidency begins one of the specific policy areas Croatia will focus on will be the Multiannual Financial Framework (MFF) while also making efforts to strengthening the European Pillar of Social Rights.

Croatia has coordinated its presidency along the lines of the Council's new strategic agenda for 2019-2024 and the political guidelines unveiled by Commission President-elect Ursula von der Leyen.

Transport Councils (Formal)

Transport Council, Brussels, 20 September 2019

The Council was chaired by Ms Sanna Marin, the Finnish Minister of Minister of Transport and Communications. The Irish delegation was led by Ambassador Maeve Collins, Deputy Permanent Representative of Ireland to the EU.

The Council held a policy debate, on the transport aspects related to the Commission communication: "Clean Planet for all: EU's strategic long-term vision for a climate neutral economy" as regards land transport, aviation and shipping, on how to decarbonise transport, with a view to ensuring that the EU will meet its climate commitments under the Paris Agreement.

The delegations discussed the overarching topic in three separate rounds: land transport, aviation and shipping. The key outcomes included:

Debate	Outcome
Land transport debate	<p>Most member states underlined the need to develop alternative fuels and stimulate the electrification of transport with hybrid and electric vehicles. Funding should be provided through dedicated EU funds such as the Connecting Europe Facility (CEF) and other sources.</p> <p>An important role is also played by digitalisation and automation in general. A number of delegations highlighted some recently adopted legislation that would contribute to decarbonisation, such as clean vehicles in public procurement. Some delegations pointed to ongoing legislative proposals such as the Eurovignette proposal on road use charging and stressed the importance of the polluter pays principle. Other delegations mentioned the mobility package negotiations on road haulage and argued that trucks going back would be detrimental to the climate as it would lead to even more emissions.</p>
Aviation debate	<p>Member states agreed that, given the global nature of aviation, a global response was needed. They supported the International Civil Aviation Organisation's (ICAO) Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) as an important first step in tackling aviation emissions at an international level.</p> <p>A substantial number of ministers also mentioned the EU's Emissions Trading System (ETS) as being complementary to CORSIA.</p>

A large number of ministers spoke in favour of a modal shift, which would see people switch from air travel to trains for short and medium distances. Some thought this would require further development of the EU high-speed rail system.

Shipping debate

Most member states stressed the need to address the decarbonisation of this global sector through the International Maritime Organisation (IMO).

Views varied on the suggestion that shipping be included in the EU's ETS scheme. The development, production and use of alternative fuels, including the necessary onshore infrastructure, received broad support, but several delegations considered that sufficient funds should be made available and that common standards were needed.

Specific measures in ports were mentioned as a way of promoting the reduction of fuel consumption, air pollution and greenhouse gas emissions, as were measures such as clean shoreside fuels, including renewable electricity and liquefied natural gas (LNG).

At the end of the debate, the presidency concluded that the transition to a climate-neutral society is a big challenge, but that at the same time it provides opportunities for Europe to improve competitiveness and create new jobs. There was a general consensus that a holistic, long-term strategy was necessary and that more efforts were needed to reach the goals.

Transport Council, Brussels, 2 December 2019

The Council was chaired by Ms Sanna Marin, the Finnish Minister of Minister of Transport and Communications. The Irish delegation was led by Minister Shane Ross. The key outcomes included:

Files	Outcome
Regulation on rail passengers' rights and obligations	<p>Member States, including Ireland, were generally supportive of the Finnish Presidency text.</p> <p>Several highlighted issues where they would have preferred a different outcome. A number of Member States also highlighted areas of particular importance for them in view of the trilogues-exemptions for Latvia, Slovakia and the force majeure clause for Romania, Czech Republic.</p> <p>The Presidency concluded the discussion by stating that Council agreed on the General Approach</p>
Regulation on streamlining the trans-European transport network (TEN-T)	<p>Member States, including Ireland, supported the General Approach.</p> <p>Member States indicated their support for the change to the legal nature of the proposal from a regulation to a directive in order to guarantee the necessary flexibility for them to take advantage of their national permit-granting procedures currently in place. Member States indicated the importance of maintain this flexibility in view of the trilogues.</p> <p>The Presidency concluded the discussion by stating that Council agreed on the General Approach.</p>
Policy Debate – Digital transport services for people: The next steps for sustainable European solutions	<p>Member States conveyed the importance of digitalisation in Transport. The Commission expressed their view that the debate was comprehensive and success on this file depends on the availability to open smart and sustainable transport.</p> <p>The Presidency concluded that differences need to be taken into account and solutions should not be at local, regional or national level. There should be EU level initiatives in place to promote best practices for data sharing</p>
Directive amending Directive 1999/62 on Eurovignette	<p>The Council did not reach a general approach on a proposal to revise EU road charging rules (Eurovignette directive). The aim of the proposal is to address issues relating to road infrastructure financing, congestion and environmental impact.</p>

<p>Policy Debate – Future of the Single European Sky</p>	<p>The Finnish Presidency, The European Commission and EUROCONTROL emphasised the urgency in resolving the main problems namely: capacity, emissions and cost. Member States, including Ireland, agreed on the need for urgent action in order to resolve the capacity issue.</p> <p>The Presidency concluded that the Council will reopen the existing SES2+ text and ask the European Commission for relevant detailed information and assess the impacts of its proposals.</p>
<p>AOB – Directive on discontinuing seasonal changes of time</p>	<p>The presidency updated ministers on the proposal on discontinuing seasonal time changes. The proposal will be on the agenda of the Council’s intermodal transport working party on 9 December.</p>
<p>AOB – Third Global Ministerial Conference on Road Safety (Stockholm, 19-20 February 2020)</p>	<p>The Swedish delegation briefed ministers on the global ministerial conference on road safety</p>
<p>AOB – Work programme of the incoming Presidency</p>	<p>The incoming Croatian presidency presented its work programme in the field of transport for the first half of 2020</p>
<p>AOB – Inland waterway vessels</p>	<p>The Netherlands delegation briefed ministers on the issue of old small inland navigation vessels in relation to the transitional provisions of the technical requirements for such vessels.</p>

Section 4: EU Legislative Proposals and Development

Legislative Proposals

Commission Ref Number	Proposal Title	Date of Submission	Current Status
COM(19) 298	Proposal for a Decision of the Council on the position to be taken on behalf of the European Union in the written procedure to be launched by the Committee of Technical Experts of the Intergovernmental Organisation for International Carriage by Rail(OTIF) for the adoption of modifications to NVR and UTP TAF.	Information Note submitted 7 August 2019	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 18 September 2019 and it was agreed that no further scrutiny is required.
COM(19) 307	Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the European Committee for Drawing up Standards in the Field of Inland Navigation and in the Central Commission for Navigation on the Rhine on the adoption of models in the field of professional qualifications in inland navigation.	Information Note submitted 25 July 2019.	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 18 September 2019 and it was agreed that no further scrutiny is required.

COM(19) 379	Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union at the Second Ministerial Meeting of the Bonn Agreement with regard to the Bonn Agreement Strategic Action Plan (BASAP) 2019 – 2025 annexed to the Ministerial Declaration and with regard to the Ministerial Declaration	Information submitted September 2019.	Note 26	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 23 October 2019 and it was agreed that no further scrutiny is required.
COM(19) 396	Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/501 and Regulation (EU) 2019/502 as regards their periods of application	Information submitted September 2019	Note 20	The Department is supportive of this measure as currently the Connectivity Regulation only provides for cabotage operations in the border counties until 30 September 2019. Given that these services primarily impact Irish citizens living in rural border regions, and alternative arrangements will be required in the longer term, the Department would strongly advocate an extension of the cabotage provision in the Connectivity Regulation. This proposal was considered at the Joint Committee meeting of 23 October 2019 and it was agreed that no further scrutiny is required.
COM(19) 416	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 revision of Chapter 9 of Annex 9 ('Facilitation') to the Convention on International Civil Aviation with regard to standards and recommended practices on passenger name record data	Information submitted October 2019	Note 17	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 23 October 2019 and it was agreed that no further scrutiny is required.
COM(19) 440	Proposal for a COUNCIL DECISION on the signing, on behalf of the European Union and its Member States, of the Protocol to the	Information submitted December 2019	Note 17	No implications for Ireland. This proposal was considered at the Joint Committee

	Cooperation Agreement on a Civil Global Navigation Satellite System (GNSS) between the European Community and its Member States and Ukraine to take account of the accession of the Republic of Bulgaria, the Republic of Croatia and Romania to the European Union			meeting of 11 December 2019 and it was agreed that no further scrutiny is required.
COM(19) 441	Proposal for a COUNCIL DECISION on the conclusion, on behalf of the European Union and its Member States, of the Protocol to the Cooperation Agreement on a Civil Global Navigation Satellite System (GNSS) between the European Community and its Member States and Ukraine to take account of the accession of the Republic of Bulgaria, the Republic of Croatia and Romania to the European Union.	Information submitted	Note 17 December 2019	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 11 December 2019 and it was agreed that no further scrutiny is required.
COM(19) 466	Proposal for a Council Decision on the position to be taken on behalf of the European Union within the Enlarged Commission of Eurocontrol regarding principles for establishing the cost-base for en-route charges and the calculation of the unit rate and conditions of application of the route charges system and conditions of payment.	Information submitted	Note 23 December 2019	No implications for Ireland. This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.
COM(19) 480	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. 0, 16, 17, 21, 29, 35, 43, 44, 48, 53, 55, 58, 67, 74, 79, 80, 83, 85, 86, 98, 107, 112, 113, 115, 116, 123, 129, 135, 148, 149 and 150, as regards the	Information submitted	Note 8 November 2019	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 11 December 2019 and it was agreed that no further scrutiny is required.

proposal for modifications to Global Technical Regulation (GTR) No. 2, as regards the proposal for amendments to Mutual Resolution MR.1, as regards the proposals for amendments to Consolidated Resolutions R.E.3 and 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)

COM(19) 568	Amended proposal for a COUNCIL DECISION on the conclusion of the Common Aviation Area Agreement between the European Union and its Member States, of the one part, and the Republic of Moldova, of the other part.	Information submitted December 2019	Note 3	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 11 December 2019 and it was agreed that no further scrutiny is required.
COM(19) 569	Amended proposal for a COUNCIL DECISION on the conclusion of the Euro-Mediterranean Aviation Agreement between the European Union and its Member States, of the one part, and the Government of the State of Israel, of the other part.	Information submitted December 2019	Note 3	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 11 December 2019 and it was agreed that no further scrutiny is required.
COM(19) 574	Amended proposal for a COUNCIL DECISION on the conclusion of the Euro Mediterranean Aviation Agreement between the European Union and its Member States, of the one part, and the Hashemite Kingdom of Jordan, of the other part.	Information submitted December 2019	Note 3	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 11 December 2019 and it was agreed that no further scrutiny is required.
COM(19) 575	Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union at the International Maritime Organization during the 31st session of its Assembly on the adoption of amendments to resolution A.658(16) on Use and fitting of	Information submitted November 2019	Note 28	No implications for Ireland. This proposal was considered at the Joint Committee meeting of 11 December 2019 and it was agreed that no further scrutiny is required.

retro-reflective materials on life-saving appliances and the adoption of a resolution on Survey Guidelines under the Harmonized System of Survey and Certification (HSSC).

COM(19) 577

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 the revision of Annex 17 (Security) (Amendment 17) to the Convention on International Civil Aviation

Information Note
submitted 7
January 2020

No implications for Ireland.

This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.

COM(19) 584

Proposal for a COUNCIL DECISION on the signing, on behalf of the European Union and its Member States, of the Protocol amending the Air Transport Agreement between the United States of America and the European Community and its Member States signed on April 25 and 30, 2007 as amended by the Protocol to amend the Air Transport Agreement between the United States of America and the European Community and its Member States, signed on April 25 and 30, 2007, signed by the United States of America and the European Union and its Member States on 24 June 2010, to take account of the accession to the European Union of the Republic of Croatia.

Information Note
submitted 27
November 2019

No implications for Ireland.

This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.

COM(19) 585

Proposal for a COUNCIL DECISION on the conclusion, on behalf of the European Union and its Member States, of the Protocol amending the Air Transport Agreement between the United States of America and the European Community and its Member States signed on April 25 and 30, 2007 as amended by the Protocol to amend the Air Transport Agreement between the United States of America and the European Community and its Member States, signed on April 25 and 30, 2007, signed by the United States of America and the European Union and its Member States on 24 June 2010, to take account of the accession to the European Union of the Republic of Croatia.

Information Note
submitted 27
November 2019

No implications for Ireland.

This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.

COM(19) 586

Proposal for a COUNCIL DECISION on the signing, on behalf of the European Union and its Member States, of the Protocol amending the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland of the third part, and the Kingdom of Norway, of the fourth part, signed on June 16 and 21, 2011, to take account of the accession to the European Union of the Republic of Croatia.

Information Note
submitted 27
November 2019

No implications for Ireland.

This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.

COM(19) 587	Proposal for a COUNCIL DECISION on the position to be taken on behalf of the European Union in the Joint Committee established by the Agreement on Air Transport between Canada and the European Community and its Member States.	Information submitted November 2019	Note 27	No implications for Ireland. This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.
COM(19) 588	Proposal for a COUNCIL DECISION on the conclusion, on behalf of the European Union and its Member States, of the Protocol amending the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland of the third part, and the Kingdom of Norway, of the fourth part, signed on June 16 and 21, 2011, to take account of the accession to the European Union of the Republic of Croatia.	Information submitted November 2019	Note 27	No implications for Ireland. This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.
COM(19) 589	Proposal for a COUNCIL DECISION on the signing, on behalf of the European Union and its Member States, of the Protocol amending the Ancillary Agreement between the European Union and its Member States, of the first part, Iceland, of the second part, and the Kingdom of Norway, of the third part, on the application of the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland, of the third part, and the Kingdom of Norway, of the fourth part, signed on 16 and 21 June 2011, to take account of the accession to the European	Information submitted November 2019	Note 27	No implications for Ireland. This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.

COM(19) 590	<p>Union of the Republic of Croatia.</p> <p>Proposal for a COUNCIL DECISION on the conclusion, on behalf of the European Union and its Member States, of the Protocol amending the Ancillary Agreement between the European Union and its Member States, of the first part, Iceland, of the second part, and the Kingdom of Norway, of the third part, on the application of the Air Transport Agreement between the United States of America, of the first part, the European Union and its Member States, of the second part, Iceland, of the third part, and the Kingdom of Norway, of the fourth part, signed on 16 and 21 June 2011, to take account of the accession to the European Union of the Republic of Croatia.</p>	<p>Information Note submitted 27 November 2019</p>	<p>No implications for Ireland.</p> <p>This proposal was scheduled for consideration at the next meeting of the Joint Committee but was not considered before the Dáil fell in January 2020.</p>
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