

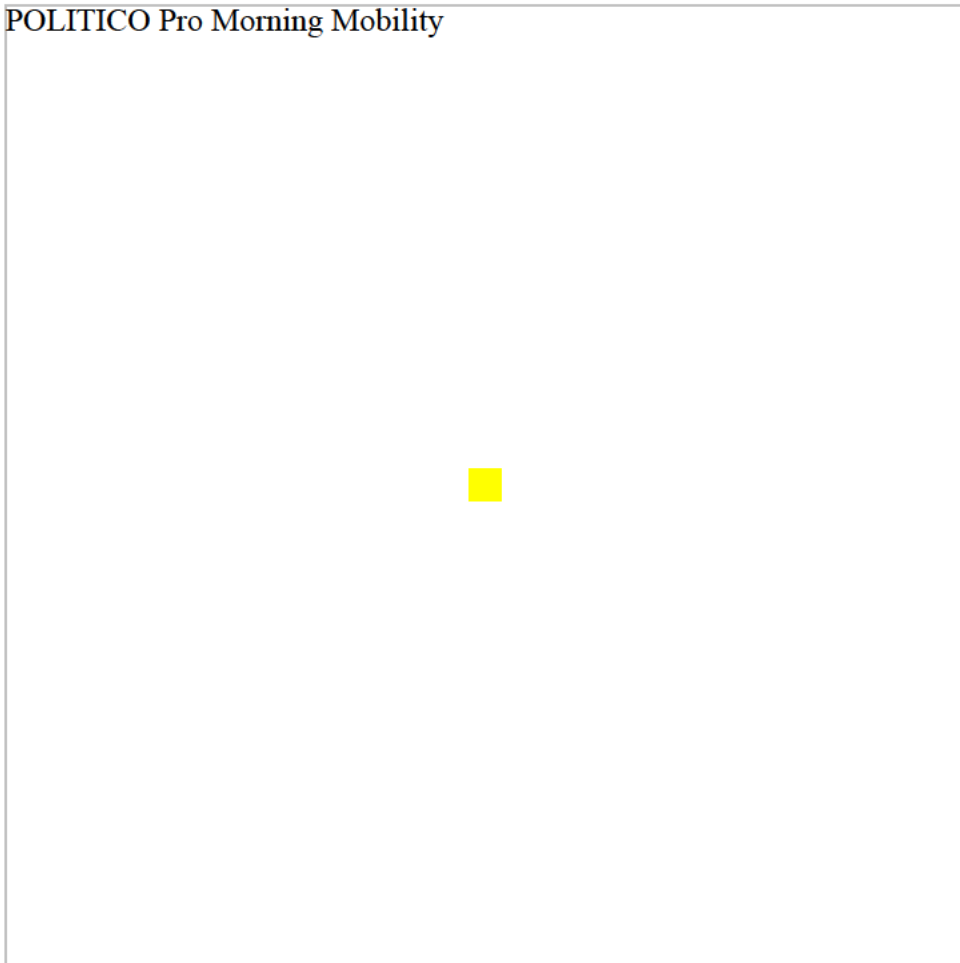
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Zie in geel:

**From:** Morning Mobility Europe  
**Sent:** dinsdag 12 mei 2020 07:00  
**To:** 10.2.e  
**Subject:** POLITICO Pro Morning Mobility: Could guarantees revive tourism? — Fiat-PSA hurdle — BA boss gets grilling

POLITICO Pro Morning Mobility



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By 10.2.e

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— **The Socialists and Democrats are pushing their own solution for getting tourism back on track** with a guarantee fund.

— **The European Commission has set itself a June deadline** for deciding what to do about the Fiat-PSA Group merger.

— **Transport Commissioner Adina Vălean insists the Corsia aviation emissions reduction program is good for Europe and should stay.**

**Good morning and welcome to Morning Mobility.** Call it a Belgian solution. Local authorities in Brussels have put a [roundabout for pedestrians](#) on one of the city's main shopping streets to help with social distancing. We've already seen new bike lanes springing up, but nice to see the oldest mobility mode getting some attention.

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**AN EU FUND TO SAVE THE TRAVEL INDUSTRY?** It's tourism week in the bubble with a major package of proposals coming Wednesday. For its part, the Socialists and Democrats group in the European Parliament on Monday submitted a proposal to the European Commission for a so-called [European Travel Guarantee Fund](#) to solve the current impasse regarding travelers' canceled holidays. The fund would guarantee against insolvencies for airlines and operators, ensuring passengers get their money back since it could be used to pay out the refunds if companies don't have the cash to do so.

"We need to safeguard an industry and jobs provided by an industry that is in many ways the backbone of the EU's economy," S&D's [letter](#) to the Commission said.

**Keeping things clean:** S&D MEP Ismail Ertug also has a plan to tackle another major issue: hygiene. His proposal would see [a certification system](#) in place to give the hospitality industry a clean bill of health to host tourists, covering everything from kitchens and gyms to meeting rooms and bathrooms. "Travelling, especially travelling abroad will only be considered as an option if there are facilities, which provide a lasting and secure impression," Ertug's proposal said. "The EU can provide such an option by establishing a certification process which could be carried out by public authorities or, if necessary, by neutral third parties."



**JUNE 17 TARGET DATE FOR FIAT, PEUGEOT DECISION:** The European Commission has [set June 17 as the tentative due date](#) for a decision on whether to approve, investigate or set conditions for the proposed merger between Fiat Chrysler and Peugeot. This isn't just a simple matter of market consolidation. The merger would make the world's fourth largest carmaker and is backed by the French government as a way to forge a true European industrial champion. Fiat, which needs PSA Group to supercharge its electromobility push, and PSA want to seal the deal by the close of next year. The question is how they will allay fears in Brussels.

**Mini problem:** Based on 2016 market shares from the [Opel-Peugeot decision](#), one issue in the Fiat-PSA deal could be mini cars, a segment in which the merged entity would hold a market share of 50 percent to 70 percent in the European Economic Area. (It would be even higher in France and Italy.) Typically the Commission's competition department considers over 40 percent to be problematic.

**RENAULT CLEARED FOR ZITY DEAL:** The Commission [said](#) Monday that it supported the acquisition of Spanish mobility service Zity by Renault and infrastructure operator Ferrovial. Zity is making electric cars available for rental by the minute around

the Madrid area. The Commission concluded the takeover won't have a big impact on competition in the car sharing sector.

**MAKE CAR PRODUCTION FRENCH AGAIN:** French Economy Minister Bruno Le Maire is willing to help the car industry but there is no such thing as a free lunch. That means carmakers should be ready to return auto production to France if they want a box office premium program to stimulate new demand, he suggested Monday. "We are ready to help you, we are ready to improve the conversion bonuses for instance, we are ready to look at what can improve your competitiveness on your French production sites, [but] the counterpart must be: Which relocation are you ready to consider," he said on [BFM TV](#).



**MEPS SLAM PORTS INFRASTRUCTURE RELIEF MEASURE:** The Commission's [proposal](#) to cushion the blow of the coronavirus by temporarily allowing authorities to waive, reduce or defer port infrastructure charges — part of a relief package it announced in April — faces headwind. After the Council on Friday cut the measure's timeframe by two months, MEPs in the Transport and Tourism Committee on Monday argued it would create competition problems in the bloc. "It's not clear who will benefit from this proposal," said Dutch Social Democrat MEP Vera Tax, stressing that many ports depend on the charges. "This isn't the kind of measure that can help us to move forward," French Greens MEP Karima Delli said: "The text is not up to standard."

A Commission representative defended the measure, arguing that it "could benefit certain ship operators and keep supply lines open." She also stressed there are "other tools in the box — this is just an additional one."

**Not all leeway is good:** MEPs received a push by EU countries to get more time to implement measures in the Fourth Railway Package with skepticism. "Some member states would like to extend the implementation ..., not because of the pandemic but for other reasons," said Latvian MEP Roberts Zile, of the European Conservatives and Reformists group. Council's proposal for more leeway to extend ground-handling contracts in airports got the same treatment, with German liberal MEP Jan-Christoph Oetjen backing the Commission's one-year timeframe.

**DEADLINE FOR MOBILITY PACKAGE AMENDMENTS:** MEPs in the Transport and Tourism Committee [have until midday today](#) to file amendments to the reform of trucking rules under the Mobility Package. Expect few, if any, tweaks: The compromise deal negotiators reached in December was hard-fought and rapporteurs [have called](#) for MEPs to back it without changes to prevent the whole package from being opened up again.

**Commission on the fence:** Backers and critics of the reforms continued to butt heads on a provision forcing trucks to return to their country of registration every eight weeks, and both called on Commission Executive Vice President Frans Timmermans to referee the spat. To no avail: The Commission's assessment of the environmental impact of the measure is still "ongoing," Timmermans said in committee on Monday.

**YOU'VE GOT MAIL (AGAIN):** As of today, Belgian postal operator bpost is again accepting letters and parcels for the U.S., Russia, China, Canada and Brazil. The mail operator suspended all deliveries outside EU (with the exception of express deliveries, which don't rely on the same connections) in March, [citing](#) a lack of flights. Even now, the resumption of (part) of its services outside Europe hangs on the availability of flights and their capacity and delays "cannot be excluded as long as measures in the fight against the

coronavirus have an impact on worldwide transport,” bpost [cautioned](#).

**The good kind of delay:** The Commission last week [postponed](#) the entry into force of new VAT rules for e-commerce until July 2021 — a decision that postal operators welcomed with cheers on Monday. The industry had previously warned that customs authorities wouldn’t be ready for the shift by January 2021, when the rules were originally planned to take effect. The delay is “even more necessary due to the COVID-19 crisis,” Jean-Paul Forceville, chairman of PostEurop, [reacted](#) Monday.



**WILLIE WALSH GETS GRILLED:** British MPs [pressed](#) IAG CEO Willie Walsh on his decision to cut as many 12,000 jobs at British Airways in response to the coronavirus pandemic — especially since the company is benefiting from the government’s furlough scheme that is paying out employee salaries, with one MP calling it a “disgrace.” Walsh said while “I deeply regret” the “restructuring” the company must do, it’s necessary, especially given the bleak outlook for the airline industry in the long term. To most questions regarding the lay-offs, Walsh said details are “subject to the consultation” taking place between the management and the airline’s unions.

**Cash vs. vouchers:** Walsh said British Airways is still paying out refunds, even if the process is longer and more difficult. “We may take a little longer than we have done and we apologize for that. But whoever is entitled to a refund will get a refund.” MPs pressed him to give details on the money that has been refunded and what is still owed, details Walsh said he’ll “look into.” He said British Airways has paid out £1.1 billion in refunds so far.

**Air Europa:** IAG might go back on its €1 billion plan to buy Air Europa given the circumstances, though it didn’t seem a decision was made yet. Most of Walsh’s sentences on the subject began with “*If we buy*” or “*If we go ahead*” with the purchase, so we’ll see.

**CORSIA STILL WORTH IT, VALEAN SAYS:** The transport commissioner is well aware of how detestable Corsia, the international agreement on curbing aviation emission, is to MEPs — she previously chaired the ENVI committee. So she must not have been surprised when she [got grilled](#) by the committee on Monday on the EU’s participation in the scheme and the effects it would have on the EU’s own Emissions Trading System scheme, which includes aviation. She defended the Corsia program and the EU’s participation in it staunchly: “We should be proud” to have set it up and to take part in it, she said. Further, “if the EU were to walk away from Corsia, it would provide the pretext for major global players to bury Corsia.” For that, read China.

**Bait and switch?** Valean was also keen to tell MEPs they’ll be in the loop, but that’s it. “Treaty provisions give the Parliament the right to be informed, but not to be consulted in determining Union position,” she said. Either way, Corsia “does not put ETS at stake,” she said. “Corsia will not replace ETS. It will complement ETS, especially those emissions not covered by ETS.”

**GREECE CAUTIONS AGAINST ‘NATIONALITY BIAS’:** “Our objective is to work toward re-opening travel between EU countries by 15 June, where possible,” says a Greek non-paper, submitted to the European Commission Monday and obtained by our [Brussels Playbook colleague Florian Eder](#). Athens wants “fair treatment” of all potential travelers to prevent “any nationality bias” in travel protocols. “We cannot allow the fragmentation of the Single Market in the case of the tourism services,” the paper says. There should be “no quarantine or other disproportionate or inhibiting requirements upon return.”

**Stuck in the middle:** “There can be no discrimination or differentiation by means of travel,” the Greek paper also argues. “Means of transport by road, air, train or sea re-open at the same time and with proportionate protocols. We cannot allow more remote [member states] of our Union to be left behind.” On planes, “all seats” should be filled, the paper says, as keeping the middle empty “would make flights uneconomical with questionable health benefits.”



**CYCLISTS WANT EU-BACKED E-BIKE FUND:** The boom in cycling during the coronavirus crisis has sparked calls from the bike lobby for a cash splash to support new purchases. In its [manifesto](#) for how policymakers can help steer the coronavirus recovery to maintain gains in cycling, the European Cyclists’ Federation (ECF) says it wants a € billion centralized EU e-bike access fund to help people upgrade their ride. “Establishing a set of subsidies ... for the purchase of e-bikes can go a long way in nudging people in the right direction,” the lobby group said.

**Big talk:** It’s an ambitious ask, given that you can build a major cross-border railway for a similar spend. Other measures the ECF is promoting include reducing vehicle speed limits on roads to under 30 kilometers per hour, as Brussels has done already, and making a commitment to build 95,000 kilometers of new cycle track. It also wants the EU to work on a set of vehicle safety standards through the U.N. that can help avoid road traffic accidents.

**Timmermans’ take:** Cities moving to boost bikes in the aftermath of the coronavirus lockdowns got a fan in the Commission’s Green Deal chief. “You see bikes popping up everywhere. As an enthusiast for cycling that really warms my heart,” he said Monday.

**Urban help:** The EU should help cities to boost sustainable mobility; for instance through collective tendering for e-buses, Timmermans also said.



Germany’s Economy Minister Peter Altmaier does not expect the pandemic to delay Tesla’s new plant outside Berlin, according to [Reuters](#).

Trainmaker [Stadler](#) says its IT systems were struck by a cyber attack last week.

With transport restrictions somewhat eased, e-scooters return to French streets, [BFM TV](#) reports.

The Commission’s Green Deal chief Frans Timmermans is debating a “green recovery” in a webinar today. Tune in [here](#) tonight.

Boeing CEO sees passenger levels under 25 percent in September, pain for airlines. [Reuters](#) has a write-up of Dave Calhoun’s [NBC](#) interview.

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