

Meeting of the Chairpersons of the Economic Affairs Committees on the Transport Connections of Europe 21–22 September 2017, Tallinn

Presidency Summary

OPENING SESSION

President of the Riigikogu, Eiki Nestor

In his welcome speech, Eiki Nestor addressed the difficulties delegates must have faced when trying to make their way to Tallinn and surmised that connectivity issues plague not only Estonia but also other European regions. According to him, whatever the location, economic growth always presumes reasonably comfortable access and, therefore, it is necessary to find ways to ensure the existence of high quality flight connections in free market conditions. The correlation between market integration, economic growth and transport connectivity didn't go unnoticed. The fact that transport connections facilitate the development of industries such as tourism, trade and culture and propel competitiveness in general is a clear sign of the potential a common EU transport policy could have. Mr Nestor also noted that transport is not only a question of infrastructure and mobility but that innovation and sustainability also play a role in its development. When concluding his opening remarks, he said that having good transport connections helps to amplify the fundamental principles of the European Union – peace and mutual understanding.

SESSION I: EU Transport Policy for Connecting Europe

European Commissioner for Mobility and Transport, Violeta Bulc

In the beginning of her speech, Commissioner **Violeta Bulc** underlined the importance of close cooperation between national parliaments and EU institutions. The core objectives of EU Transport policy are promoting efficiency in the EU single market and enhancing connectivity on a global scale. Key elements to achieving those goals are - decarbonisation, digitalisation, investments, benefits of people (rights, safety, security, jobs), innovation and internationalisation.

Connecting Europe needs large scale investments. Violeta Bulc confirmed that the Connecting Europe Facility (CEF) has been a successful tool in delivering EU transport policy through the development of the TEN-T programme. CEF grants have already financed over 600 projects; by the end of 2017, 96% of the CEF transport grant budget for 2014-2020 will have been mobilised. She assured that during the next Multiannual Financial Framework period (MFF) the CEF will continue. The CEF mainly invests in sustainable modes of transport such as rail, inland waterways and short sea shipping, but also supports the deployment of alternative fuels and the development of intelligent support.

The Commissioner also gave the example of Rail Baltic, where Baltic States have successfully used the CEF instruments. In the words of the Commissioners, this is “the project of the century” and it will help to integrate every part of the Union. Rail Baltic, like all transport projects, creates jobs and supports economic growth.

Violeta Bulc also drew attention to other financial instruments such as structural funds, the European Fund for Strategic Investments (EFSI) and the Cleaner Transport mechanism.

Looking to the future, the Commissioner admitted that despite the fact that the EU invests heavily, the EU instruments could not meet the demand and could support only a fraction of what is needed to complete the core network. Therefore, member states must provide an estimation of investment needs for the next

financial perspective before the negotiations start. The estimated needs of transport investments over the period of 2021-2027 are about EUR 500 billion for the TEN-T core network and about EUR 1.5 trillion in total, including the comprehensive network and other transport investments, such as urban mobility, digitalisation and decarbonisation. Projects with the highest European added value are also of the highest priority. Also, the Commission is planning to make a legislative proposal to ensure that financing and investment processes are transparent and predictable.

In conclusion, Violeta Bulc drew attention to why it is essential to improve infrastructure. Every day 70 people lose their lives and over 350 are seriously injured on European roads. In terms of the socio-economic cost, for rehabilitation alone Europe spends over EUR 100 billion per year. In addition, the transport sector is causing many health problems either through air or noise pollution. Also, the EU loses billions a year because of congestion. The Commissioner is convinced that if national parliaments, the Commission and the Council join forces, it is possible to tackle those challenges.

Minister of Economic Affairs and Infrastructure of the Republic of Estonia, Kadri Simson

Minister **Simson** began by giving an overview of topics discussed at the informal meeting of the EU ministers of Energy and Transport. The first topic was future financing solutions for strategic, high added value energy and transport projects. At the moment, as the debates on the future of EU finances have already started, it is important to exchange ideas about how to shape the future of investment policy for the trans-European networks beyond 2020. Kadri Simson pointed out again how considerable are the investments needed in order to complete strategic cross-border infrastructure projects.

The second topic at the informal meeting of the EU ministers was air connectivity. Minister Simson pointed out how passenger transport in the aviation sector had increased by nearly 50% during this century. However, the rapid growth is accompanied by many new challenges and, therefore, it is important to strengthen competitiveness and sustainability throughout the EU aviation sector. Another challenge is guaranteeing sustainable and equal connectivity for all regions in Europe, with special attention being paid to the peripheral regions.

In her concluding remarks, Kadri Simson drew attention to the importance of innovation as the main driver for making transport more sustainable, quicker and safer as well as for connecting the whole continent. She expressed her belief that future transportation will transition from ownership to transportation as a service where peer-to-peer platforms and automated driving will play a key role.

Chair of the Committee on Transport and Tourism of the European Parliament, Karima Delli

According to **Karima Delli**, the mission of EU institutions, national parliaments and governments should be to make EU citizens love the European transport network. Mobility is the main symbol of Europe. She was of the opinion that member states in cooperation with the EU must continue to modernise the European transport system in order to make it more efficient, more multimodal and, above all, adapted to the mobilities of the future (digitalisation). Also, the transport sector must take into account challenges like climate change, air quality and public health. In the end, new and existing forms of mobility must serve the citizens. Therefore, we need to work more to connect remoted areas.

The EP Committee on Transport and Tourism closely monitors the development of TEN-T, and Karima Delli assured that the Committee is determined to ensure that in the next financial period there will be an adequate amount of financial resources to support the further implementation of the TEN-T programme. In addition, she mentioned creating a supporting mechanism for member states, either to facilitate cross-border cooperation or calls for projects.

Concerning the issue of future investments, the speaker proposed that in addition to CEF grants and the Cohesion Fund, other innovative financing methods are required, such as taxation, risk capital funds, risk

sharing with financial institutions, etc. Moreover, in the next financial period the TRAN Committee is of the opinion that the EFSI should be extended to additional infrastructure projects.

Karima Delli also pointed out that member states in the process of developing networks and procurements should pay more attention to the sustainability of infrastructure, environmental impacts and the transparency of financing. She emphasised that the European Parliament and national parliaments had a scrutinising role, whereby national parliaments should pay special attention to the budgetary side.

Furthermore, Karima Delli mentioned the mobility package and the Eurovignette directive. Also, she was convinced that Rail Baltic is a project that connects Europe and is a good example for other countries, showing how to cooperate. According to her, the door of the TRAN Committee remains open to supporting intergovernmental agreements.

In conclusion, Karima Delli voiced her opinion that Europe is going through a mobility revolution on all levels. Some examples – carpooling, ride sharing, autonomous vehicles, drones, intelligent transport systems, etc. Also, she was convinced that digitalisation is a key element to decarbonise the European transport system and achieve goals set by the Paris climate agreement as well as to create new kinds of work.

Debate

In the beginning, moderator **Henrik Hololei** drew the attention of the audience to the main elements of the connecting Europe policy: safety and security; delivering the highest added value in Europe; concentrating on missing links and bottlenecks. He also believed that member states must act together in order to achieve decarbonisation and digitalisation ambitions. He raised the question as to why there is a feeling that investments for the transport sector aren't a priority. All three panellist agreed on this, but they were convinced that better times lie ahead and that they will do their best to meet the needs of the sector.

Delegates from **Spain, Italy, Hungary, Cyprus, Poland, Estonia, Turkey, the Czech Republic, Ireland, Finland, Serbia, Malta and France** participated in the discussion. Parliamentarians noted that, in general, the EU Transport Policy was moving in the right direction. On the other hand, delegates raised concerns over the new financial period and possible changes in the co-financing rules. Some member states pointed out that changing the rules of the game during the game wasn't acceptable. Furthermore, parliamentarians stressed the importance of cooperating more with Eastern partners and candidate countries as well as better connecting the different parts of the EU, which in the end would support economic growth and social improvement. Via Carpathica and constructing a high-speed railway along the North-South axis were also mentioned as examples.

Furthermore, delegates raised the issues of: safety; flexibility of transport policy, especially after Brexit; lack of public support for new solutions; changes in the legislative environment; supporting local governments; insufficient funding for bicycle networks; harmony between urban planning and transport connections; and charging heavy goods vehicles.

In addressing questions and topics raised by the delegates, Commissioner **Violeta Bulc** first stressed that the agreement for core network corridors would not be changed. The Commission will start a new planning process after 2020 in cooperation with member states. Also, the Commission is eager to improve connectivity with Eastern Partnership and candidate countries. Regarding the future of financing, member states are stronger together in justifying their needs and the TEN-T core network will definitely be finished as quickly as possible. Concerning the issues of new solutions and legislation, the Commissioner promised that the Commission was moving along with industries and gave the example of a regulation for drones. In conclusion, Violeta Bulc noted that 2018 will be the year of multimodality.

Kadri Simson provided the examples of Rail Baltic and the Helsinki-Tallinn tunnel, which were important projects for connecting every region of Europe and good examples of cooperation between member states.

Concluding the first session, **Karima Delli** emphasised connecting all parts of Europe and completing the last mile. Moreover, she underlined the utmost need to update existing infrastructure, including smaller roads, not only highways. Also, more attention to the technical situation of vehicles on roads is needed. When it comes to the future, Karima Delli pointed out some challenges – liability and privacy issues as well as lack of suitable infrastructure. Also, she was of the opinion that the income from charging heavy goods vehicles should belong to the member states. In the end, she stressed the importance of national parliaments in ensuring road safety, through regulating traffic speeds and educating people starting from childhood.

SESSION II: EU Aviation Strategy improving connectivity within and for Europe

Director-General, DG Mobility and Transport, European Commission, Henrik Hololei

Henrik Hololei underlined the importance of transport services and connectivity when it comes to the European economy. Air transport is of particular significance. To illustrate this, he gave some figures showing that aviation truly matters and that it has already reached a number of milestones. A 10% increase of air connectivity stimulates the GDP growth rate by 1%; €1 value added in the air transport sector creates an added value of almost €3 for the overall economy and 1 job in air transport industry creates more than 3 jobs in other sectors.

When addressing the European Commission's Aviation Strategy, Mr Hololei pointed out that despite the sector being a highly competitive and rapidly growing one, there were a number of challenges: the global shift towards the East, whereby significant growth is being generated in the new aviation markets; performance in safety, security, sustainability, air traffic management and infrastructure. These challenges could only be met by a common aviation strategy.

The EU Internal Aviation market celebrated its 25-year anniversary this year with a number of successes under its belt. In spite of this, Mr Hololei cautioned against resting on one's laurels and called upon the delegates to continue developing, improving and deepening the EU internal aviation market. Delivering on the Single European Sky and tackling the capacity and efficiency challenges also ranked high on the list. As part of the implementation of the aviation strategy, Mr Hololei referenced the Air Connectivity Package, the Airport Charges Directive, aviation taxes, and the connectivity index. The first of these consists of three measures: 1) a proposed Regulation on Safeguarding Competition in Air Transport; 2) guidelines on Ownership and Control of EU airlines and on Public Service Obligations; and 3) good practices for member states to improve their ATM service continuity. Additionally, safety, security and the environment were three keywords that, according to Mr Hololei, ranked high in all discussions on aviation.

On the matter of the Single European Sky, Mr Hololei remarked that it is a priority with high economic stakes and there is a need to deliver on this issue, particularly with the sustainability of aviation in mind. The money wasted due to lack of progress comes at the expense of the whole aviation value network and is a source of further delays, fragmentation of airspace and a great degree of inefficiency. He called upon the member states for further commitment, saying that the lack of action would pile up the costs even further.

When looking outside of Europe, Mr Hololei highlighted the successes of air transport agreements with a number of third countries. However, in order to achieve an ambitious EU external aviation policy, it would be necessary to speak with one voice and avoid fragmentation.

In conclusion, Henrik Hololei assured the delegates that the European Commission is taking a proactive approach to ensure that EU aviation could continue to be successful and globally competitive.

Vice-President of the European Parliament, member of the Committee on Transport and Tourism, rapporteur for the EU Aviation Strategy, Pavel Telička

Pavel Telička applauded the successes of the EU transport policy and acknowledged it as a solid example showing the benefits derived from European integration. However, he also recognised that there is a multitude of shortcomings, of which the lack of a strategic mind-set ranks the highest. He pointed out that in last year's State of the European Union address there was barely any mention of issues pertaining to transportation. The lack of a strategic mind-set and approach has led to a lack of connectivity in policy making and communications.

Questions relating to discrepancies of connectivity in member states and the management of interoperability don't always have positive answers. However, policy makers need to analyse them, create opportunities for market forces and dismantle barriers.

In regard to the connectivity index, Mr Telička considered it an important tool for policy making and for optimising investments as well as financing. He said that if we were to be successful *vis-à-vis* Eurocontrol, we must have a functioning connectivity index.

In addition to all the challenges posed (safety, security, protectionism, clearance between airports etc.), the European Union is also facing the withdrawal of the United Kingdom from the European Union, which in itself will produce unforeseeable consequences for the transportation sector.

In conclusion, Pavel Telička said that building the Single European Sky is of utmost importance. After all, at the end of the line there is the customer who needs to benefit from all of this and national policies need to reflect what has been done on the EU level. We will be losing competitiveness unless we work together – the implementation of the strategy is one way of achieving this.

Managing Director, Airlines for Europe (A4E), Thomas Reynaert

In the beginning of his presentation, **Mr Thomas Reynaert** pointed out that due to the liberalisation of the European sky, the European airlines business is a very competitive one. For airlines to survive and serve their customers best at affordable ticket prices, airlines need to keep the operational cost down while respecting strict rules and regulations. When talking about making air connectivity work, Mr Reynaert focussed on three priority areas: 1) the competitiveness of Europe's airports and its charges structure; 2) the reliability of the Air Navigation Services; and 3) the gains from stimulating the economy when abolishing aviation taxes.

When it comes to airport charges, in 2016 A4E presented an Aviation Economics study, which showed that airport charges at the largest 21 European airports have increased by 80 per cent over the last ten years, while airline fares in Europe had dropped by 20 per cent in the same period. Today, airport charges represent up to 20% of an airline's operational cost in Europe, which ultimately is reflected in the cost of flight tickets. The goal is to bring these two trends together and to do this with the help of DG Move. However, this is a tough nut to crack since a number of governments hold stakes in airports. When outlining what needs to be done to create better market conditions so that the passengers would benefit, Mr Reynaert cited the need to reform the EU's Airport Charges Directive (ACD).

In regard to the cost-efficient European Airspace and the impact of Air Traffic Control (ATC) strikes, Mr Reynaert stated that the strikes not only contribute to economic cost but also social cost. Efficient connectivity is a social and economic good – a vital and fundamental attribute of the production, distribution and consumption of goods and services. It is not only the airlines that are affected by the strikes, Europe's tourism sector also takes heavy losses every time there is a strike. Building on the recommendations laid out in the Commission's Open and Connected Communication of June 2017, airlines now look to national governments to take swift action to improve the efficiency of the EU airspace.

When it came to aviation taxes, he said that these taxes act as major blockers to European competitiveness. In 2016, passengers paid more than €5.6 billion to Europe's leading aviation tax collectors. However, there are also countries that abolished aviation taxes and found the results to be beneficial.

Member of the Economic, Agricultural, Environmental and Regional Policy Committee of the Saeima of the Republic of Latvia, Anrijs Matiss

In his intervention, **Mr Anrijs Matiss** discussed the questions of connectivity and competitiveness, and drew on the experiences of Latvia and Estonia. Being parts of a rather remote region with only limited integration in the European market, connectivity plays a very important role. Seeing as the Rail Baltic will still take about a decade to be finalised, it is imperative to continue developing the European aviation policy. Mr Matiss remarked on the fact that connectivity also means the efficiency of connectivity, i.e. how many direct connections there are. State aid rules for airlines and airports also came under discussion. Mr Matiss pointed out that we shouldn't only be looking at competition from the point of view of laws, but that we should also take into consideration the question of connectivity.

When it comes to competitiveness, internal competitiveness rules in the EU have set up a level playing field with harmonised rules. According to Mr Matiss, the problems lie outside of the EU. International third country carriers have free access to the EU with very limited restrictions, but European carriers, on the other hand, lack this access *vis-à-vis* third countries. As a consequence, European airports are losing the competitiveness battle.

In conclusion, Mr Matiss said that all transport issues have to be looked at through one integrated transport scheme. Through common efforts it would be possible to achieve successful competitiveness in aviation, maritime and land transport sectors, which in turn would bring synergy and deliver the highest growth rates for Europe.

Debate

The moderator of the second session **Mr Jan Palmer**, Vice-President, European Regions Airline Association (ERA); Nordica / Chairman of Council, Regional Jet, was of the opinion that questions such as the environment, safety and connectivity pose the biggest challenges for the European aviation sector. Representatives from **Turkey, Poland, Italy, Estonia, Bulgaria, Malta and Spain** took part in the debate. Delegates noted that increasing cooperation between the EU and third countries is desirable and that more attention should be paid to flight security. The role of low-cost airlines in EU aviation, reviewing the state aid rules, meeting the future growth and demand of the airline industry, and regulating unmanned vehicles were topics that found resonance among the parliamentarians. It was also pointed out that in the aviation sector there are currently no measures in place to mitigate environmental impact and that research should be conducted in order to do so.

In response to this, **Mr Henrik Hololei** remarked that a more pressing problem is the security of supply. He further noted that developing the Single European Sky is one means of countering the so-called congestion in the sky and that comprehensive agreements with non-EU countries are vital to gain access to other markets. When it came to drones, Mr Hololei remarked that safety, security and privacy are the key guiding principles for regulating unmanned vehicles.

In terms of meeting the demands of the aviation sector, **Mr Pavel Telička** stressed that the easiest answer would be to implement the European Aviation Strategy, since it contains all the necessary elements. However, this lies in the hands of the member states.

Sven Sester summed up the debate and the session by concluding that a strong and outward-looking aviation sector benefits both businesses as well as European citizens by offering more connections to the

rest of the world at lower prices. Good cooperation between the European Union, its member states, air carriers and airports is extremely important to achieve a competitive and sustainable aviation sector. Fast, comfortable and affordable air connections in every region of Europe bring us closer together and narrow the gaps between the peripheral and the central areas. Connectivity is important for economic, social and territorial cohesion for all the European regions.

SESSION III: Sustainable transport and innovation. What is the future of transport?

Deputy Director-General DG Mobility and Transport, European Commission, Maja Bakran Marcich

Maja Bakran Marchich gave a broad overview of different EU Transport Policy initiatives, strategies, and directives, which support innovation and sustainability. The strategy for Clean Power Transport, Directive 2014/94 on alternative fuel infrastructure, and the European Strategy for Low-Emission Mobility all support and speed up transition to alternative fuels. She also pointed out “Europe on the Move” initiatives, where the main focus areas were road safety; smart road charging; reducing CO2 emissions, air pollution and congestion; cutting administrative burden; fighting against illicit employment and ensuring proper conditions and rest times for workers. All those initiatives extend far beyond the transport sector. She also briefed participants on Mobility Package two and three, which will be released in November 2017 and spring 2018, respectively. Both of these will focus more on innovation and sustainability.

Furthermore, she drew attention to the new transport research and development (R&D) strategy and Horizon 2020. General priority areas in transport R&D are cooperative, connected and automated transport; electrification; vehicle design and manufacturing; alternative energy sources; network and traffic management; smart mobility and services as well as infrastructure.

Regarding financing, Maja Bakran Marchich gave an overview of CEF calls and emphasised the increasing numbers for supporting innovation in the transport sector. She provided some examples of already financed projects – LNG fuelling stations across Europe; fast chargers in Germany, Belgium, Slovakia and Czech Republic; a chain of hydrogen refuelling stations in Riga, Pärnu and Arnhem; Twin-Port II, related to the ports of Tallinn and Helsinki. In conclusion, she stressed that the European Commission fully supported moving towards more sustainable transport, fighting against climate change, and also ensuring that production remains in Europe.

Executive Vice President, E&T; Rolls-Royce Marine; CEO Rolls-Royce Oy; CEO, Rolls-Royce AB, Sauli Eloranta

Sauli Eloranta briefed the parliamentarians on the plans of Rolls-Royce in the marine industry. Among other innovative projects, the company is currently working on a project called “Unified Bridge”, which aims to improve ship intelligence systems to include more automation. The ultimate goal is to move towards completely autonomous ships. Sauli Eloranta believed that autonomous ships are the greatest change in shipping we will see in our lifetime. These are safer (no human error), more efficient and more environmentally friendly. Studies have shown that the total transport cost would be reduced about 20%, including around 10-15% in fuel savings.

Rolls-Royce has outlined a roadmap towards autonomous shipping. At first, shipping would take place with remote support and situational awareness. The next step would be to remotely operate local vessels, followed by remotely controlled and autonomous offshore vessels. The final step would be autonomous ocean faring cargo vessels.

In order to make the maritime sector more digital and autonomous, Sauli Eloranta emphasised the importance of cooperation with other companies, legislators and research institutions. One of the challenges is explaining to the public what autonomy means (ethical questions) and preventing personal

fears like job loss. Therefore, education and the social setting play a crucial role. According to Sauli Eloranta, Rolls-Royce is redefining shipping, which is also a huge opportunity for the whole of Europe.

European Affairs Director of Alstom, Nicolas Erb

In the beginning, **Nicolas Erb** introduced Alstom, a company that offers a full range of products and services for the growing rail market. He pointed out three challenges that the railway sector is currently facing. First, about 40% of the EU rail network remains non-electrified. Second, it is difficult to adapt emission-reducing technologies to low quality engines. And third, the operating life of trains is about 30-40 years. Therefore, it is economically inefficient and unpopular to introduce new solutions. However, Alstom has set a goal of providing emission-free train availability to its customers. They offer a complete package (infrastructure, maintenance, service, trains and operator) in order to achieve the decarbonisation goal.

The train solution Alstom came up with, called Coradia iLint, is powered by a hydrogen fuel and is the first of its kind in the world. The first prototype was successfully presented to the public at InnoTrans in Berlin in September 2016. By the end of this year, Alstom will have already two prototypes. Nicolas Erb was convinced that by 2020/21 the first hydrogen train would drive on European roads. The iLint, based on "green" hydrogen, saves about 700t of CO₂ per year; for the sake of comparison, a typical fleet of 15 trains produces more than 11000t of CO₂ per year. In the long term, Alstom aims to support hydrogen production from wind energy.

In conclusion, Nicolas Erb provided some examples of how Europe could support the competitiveness of the rail industry – by evaluating CO₂ emission reduction in public procurements; supporting pilot projects and risk taking; cutting red tape in employment and modifying the legislative environment and taxation systems.

Vice-President of Worldwide Business Development – Passenger Systems, Alan James

Alan James gave an overview of Hyperloop One. According to him, it is an opportunity for Europe, being an entirely new transport solution that proves the possibilities technology can bring. Elon Musk published a white paper about Hyperloop in 2013. However, he never took on the project, but instead encouraged others to do it. Hyperloop is a new mode of transportation that moves freight and people quickly, safely, on-demand and directly from origin to destination. Passengers or cargo are loaded into the Hyperloop vehicle and accelerated gradually via electric propulsion through a low-pressure tube. Instead of wheels, the vehicle floats above the track using magnetic levitation and glides at airline speeds for long distances due to ultra-low aerodynamic drag. Hyperloop One is also environmentally friendly, it is without direct carbon emissions and built on columns or tunnelled below ground to avoid wildlife and dangerous grade crossings. Currently, Hyperloop One has a 500-meter-long "DevLoop" test track in the Nevada desert. It is estimated that it reaches speeds up to 1080 km per hour, which is 2-3 times faster than high-speed rail and magnetic levitation trains. Alan James provided some examples: from Germany to the Baltics in 90 minutes; Helsinki-Tallinn in 6 minutes; Amsterdam-Berlin in 45-40 minutes. Moreover, the company has so far signed a letter of intent with the Estonian and Finnish governments. They also have good cooperation with the Netherlands. In conclusion, Alan James admitted that Europe was the best place to complete the next phase, because it aligned its transport policy with new solutions. Despite this fact, Hyperloop One isn't a train or a plane, so DG Move has promised to review the current regulatory framework and, if needed, adjust it. The overall goal of the company is to make Hyperloop available by 2021.

Debate

The moderator of the third session **Tea Danilov**, head of the Foresight Centre of the Riigikogu, was of the opinion that we are living in revolutionary times. Transport, energy and digital policies are more and more interconnected and, therefore, offer solutions that were unthinkable years ago.

Representatives from **Greece, the Czech Republic, Turkey, Poland, the Netherlands and Latvia** took part in the debate. It was acknowledged by the delegates that applying digital and environmentally friendly (alternative fuels) solutions help to overcome the challenges of today and tomorrow. However, some negative aspects were mentioned, such as the volatility of natural energy sources, social costs (unemployment) and ethical questions. Delegates also noted that currently the development of the sector is mostly industry driven, but citizens/users should also be part of the process. Currently, member states face challenges such as a lack of charging stations for electric cars, uncertainty of funding (MFF2020+) and a lack of cooperation between the EU and non-EU countries. In general, parliamentarians expressed their support for the projects of Alstom, Rolls-Royce and Hyperloop and showed interest in further cooperation.

Maja Bakran Marcich was convinced that funding will continue during the new financial period, and also emphasised the importance of cooperation between member states and new innovative financial instruments. She also noted that in the near future DG Mobility and Transport plans to support building a user-friendly network of charging stations.

Regarding the engagement of the public, **Sauli Eloranta** admitted that Rolls-Royce hadn't so far actively involved citizens; most of the communication had been through interviews in the media and that they had also received feedback. However, he promised to take note of the parliamentarians' suggestions. On the other hand, Sauli Eloranta stressed that for private companies it was important to find a right balance of openness.

Concerning the issues of scarcity and volatility of energy resources, **Alan James** stressed that every transport solution needed some type of energy sources and that, in the end, it depended on the location.

Sven Sester summed up the debate and the meeting by concluding that 300 years ago it took weeks to travel from Lisbon to Tallinn. 30 years ago it was not possible to travel from Tallinn to Lisbon due to political reasons. Now it only takes hours. He was very optimistic about the future – new solutions are already knocking on our doors and these will definitely change our economy, society and the transport sector thoroughly. He concluded that the legislators' responsibility is to guarantee that the regulatory environment is in line with our future.