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TRAN



Committee on Transport and Tourism

Newsletter

Issue XXI of July 2026

Editorial by Elissavet Vozemberg-Vrionidi

Dear colleagues and friends,

At our last meeting before the holiday period, we focused on two critical situations that have raised concerns in TRAN over recent months. The first is the plight of the seafarers and ships stranded in the Persian Gulf since the beginning of the current conflict in the Middle East. IMO Secretary-General Arsenio Dominguez, addressing TRAN for the first time, outlined that there are around 6000 stranded seafarers today. The second critical situation – a result of the same conflict – is the rocketing price of aviation fuels. In that context, two professional academics provided Members with an informative overview on the EU aviation sector's competitiveness and on the outlook for aviation fuels.

Looking ahead, we held a fruitful exchange with the Irish Presidency on the legislative priorities for the second half of 2026, identifying common priorities including Military Mobility, Clean Corporate Vehicles and the 'Passenger Package', to name but a few.

Allow me to wish you all happy and restful holidays!



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Meeting of 15 July 2026

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Vote

Dossier	Rapporteur	Vote results		
		+	-	o
General budget of the European Union for the financial year 2027 – all sections	Rosa María Serrano Sierra (S&D)			
Adoption of draft opinion in the letter form		32	3	4

EU Budget for 2027

As the 2021-2027 Multiannual Financial Framework approaches its final year, TRAN Members have focused their budgetary efforts on addressing the Union's most strategic transport priorities. Steered by MEP [Rosa Serrano Sierra \(S&D, ES\)](#), the [TRAN opinion](#) and the related amendments on the 2027 general budget underscored the need to further reinforce the Connecting Europe Facility for Transport, ensure stable financial support for the transport agencies and joint undertakings, and maintain strong backing for military mobility as a core element of the Union's preparedness architecture. Furthermore, TRAN Members reaffirmed their call for a dedicated sustainable tourism budget line to bolster this vital EU economic sector, in line with Parliament's long-standing position. The adopted amendments also set out a series of pilot projects and preparatory actions designed to explore and shape new directions in EU transport policy.

Briefing on Aviation Fuels



[Professor David Chiaramonti](#) from the Politecnico di Torino and [Professor Aisling Reynolds-Feighan](#) from University College Dublin provided an overview of the situation of aviation fuels and of the [EU aviation sector's competitiveness in the context of the Middle Eastern crisis](#).

Prof. Chiaramonti outlined the EU's response: diversification of jet fuel supply and ramping up EU refining. He also noted the significant potential in increasing sustainable aviation fuel (SAF) production. Though SAF is currently up to ten times more expensive than conventional fuel, prices are expected to decrease as production technologies scale up. He stressed that stable long-term policies are needed to deploy investments.

Prof. Reynolds-Feighan noted that most EU airlines use hedging to protect themselves from price spikes. Among other mitigating actions, she listed fleet renewal, minimising ground fuel burn, and direct routing, but reduced profitability is still expected to continue. To further support the resilience of the EU aviation sector, she recommended requiring specified stocks of jet fuel, delaying imposing additional regulatory costs, making more data on fuel prices publicly available, and mandating regular reporting of strategically important key performance indicators (KPIs).

During the discussion, Members inquired about specific recommendations on aspects such as the origin of SAF feedstocks, and maintaining a balance between reporting vs. administrative burden.

Emission Standards for new Light Duty Vehicles

The rapporteur for opinion on CO₂ emission standards for light duty vehicles, [Jens Gieseke \(EPP, DE\)](#), commended the [Commission proposal](#) as going in the right direction but stressed that it was key to European competitiveness and should have gone further. He listed a series of suggestions needed to improve the proposal: first and foremost for ensuring more flexibility for light vehicle manufacturers. He argued that this could be achieved ensuring technological neutrality, for instance by recognising vehicles running exclusively on eligible fuels and plug-in hybrids, as well as through adjusting targets for 2030 and 2035 in order to align them with current market realities, as well as supporting green steel, aluminium and other materials.

The rapporteur reiterated that the proposal, as part of the Automotive package, should be consistent with the other files, in particular, with the [Industrial Acceleration Act \(IAA\)](#). TRAN Members commended the draft opinion and stressed the importance of supporting the automotive sector, including employment possibilities in it.

The Commission stated that the proposal was drafted with the intention to balance competitiveness, based on technological neutrality and flexibility on one hand, and long-term investments in sustainability, on the other.

Irish Presidency Priorities in Transport



Seán Canney, Minister of State at the Department of Transport, and Peter Burke, Minister for Enterprise, Tourism and Employment presented the Irish Presidency's priorities. These revolve around 4 main pillars: strengthening competitiveness as an enabler for transport, advancing decarbonation while ensuring a just transition, delivering for citizens and ensuring a safe secure and resilient transport network – all this under the Presidency motto "strength with unity".

Mr Canney was keen on advancing work on the new [Connecting Europe Facility \(CEF\)](#), following up on the Cypriot Presidency's work on ports, as well as advancing on decarbonation, competitiveness, passenger rights and military mobility files. Mr Burke highlighted that the tourism sector was built on small businesses and the importance of reducing disadvantages associated with remoteness. He also pointed to the upcoming publication of the [Sustainable Tourism Strategy](#) which should, among other things, address the lack of quality jobs and shortage of appropriate skills and training in the tourism sector.

Rapporteurs and shadows on ongoing files focused on the need for increased financing for CEF, also posing questions on the Presidency's position on Clean Corporate Vehicles (CCV), on closing negotiations on Weights and Dimensions, and on the 'Passenger Package'. Other Members also touched upon CCV, funding for tourism, decarbonisation of island Member States, the IMO net-zero framework, and the Presidency's position on the Automotive package. Mr Canney

highlighted the importance of military mobility and his aim to close the Roadworthiness Package. In the tourism field, Mr Burke emphasized the Short-Term Rentals regulation.

Seafarers Stranded in the Persian Gulf

The Secretary-General of the International Maritime Organisation (IMO), [Arsenio Dominguez](#), and the Director for Waterborne Transport in the Commission's DG MOVE, Fotini Ioannidou, briefed Members about the current situation of the seafarers and ships stranded in the Persian Gulf.

The IMO representative stressed that the de facto closure of the Strait of Hormuz had not only caused the largest disruption to the global oil market in its history and impacted other supply chains, it had equally left up to 20 000 civilian seafarers stranded on their vessels for several months – a situation that had received far less media attention. In response, the [International Maritime Organisation](#) had developed a large-scale evacuation plan together with different States involved and the shipping industry, that is currently halted due to the renewed hostilities.

Mr Dominguez stated that there are still 6000 seafarers trapped since the beginning of the conflict and that the IMO requests ships not to transit the Strait of Hormuz due to the security situation. Under the IMO's evacuation framework, around 3000 seafarers on 130 vessels had been evacuated before the renewal of hostilities in early July 2026. Providing supplies to the seafarers, including water, fuel, and medicine, as well as crew changes, continue to be challenging tasks.

For transiting the Strait of Hormuz, the main route in the Traffic Separation Scheme (TSS) continues to be hazardous and alternative passages close to the shore had to be used. With regard to possible transit fees, he pointed to the recent IMO Council resolution confirming that there is no basis in international law for such fees in accordance with the UN [Convention on the Law of the Sea](#) (UNCLOS). For covering the costs of navigation safety etc. he noted the example of the Cooperative Mechanism for the Straits of Malacca and Singapore. The European Commission confirmed their opposition to transit fees and their commitment to the principle of freedom of navigation.

In the exchange that followed, Members discussed how to better protect seafarers concerned by armed conflict and preserve the freedom of navigation, in particular whether international mechanisms could be improved or established.

FURTHER INFORMATION

For further information please contact the TRAN Secretariat or visit [TRAN website](#). The Committee meetings are web-streamed and can be watched live on the EP website.

Useful links

- [Calendar of TRAN Committee meetings 2026](#)
- [Policy Department Publication in the EP](#)
- [European Aviation Safety Agency news](#)
- [European Railway Agency news](#)
- [European Maritime Safety Agency newsletters](#)
- [SESAR Joint Undertaking news](#)
- [DG MOVE](#)
- [Irish Presidency of the Council](#)

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Next TRAN Committee meeting is planned for 2 September 2026 in Brussels

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