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COMMITTEE ON TRANSPORT AND TOURISM

THE CHAIRMAN

TRANZD/2008/57604

316210

26.09.2008

Mr Antonio TAJANI
Vice-president of the
European Commission
BERL 12/366
200 rue de la Loi
1049 Brussels

Dear Vice President,

Thank you for your letter of 4 September and the draft Commission Regulation CMT(2008) 262 supplementing the common basic standards on civil aviation security laid down in the Annex to Regulation EC No.300/2008, submitted under the provisions of the comitology procedure with scrutiny. Your explanations of the draft measures, in particular of the anticipated end to the restrictions on liquids beyond April 2010, when new screening technology should be available, are very helpful. Nevertheless the Transport and Tourism committee will wish to consider whether a motion for a Resolution of the European Parliament objecting to the proposed measure is necessary. To help the Committee and its Coordinators come to a view on this, a clarification from you on a number of aspects of the proposed Regulation which I raise below would be very welcome.

On the question of liquids, the objective of removing constraints on passengers taking liquids on board is very welcome. However, until the general availability of new technology, expected in 2010, the current implementing measure 1546/2006 continues to apply. This raises at least two questions. Firstly, has the Commission undertaken a thorough review of the grounds for and against retaining Regulation 1546/2006, as Parliament demanded in its Resolution (B60267/2007)? And if so, what are the results? If not, when will the review be undertaken and its results made known to European Parliament? Secondly, what is the timetable for the deployment of this new technology? Will its deployment be based on an assessment of restricted risk from liquids or on the premise that a risk arises from all possible liquids and liquid mixtures?

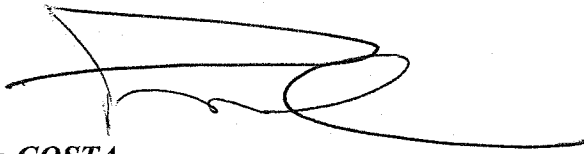
For the use of body scanners more information would be needed to assess the proportionality of this measure. What will the impact of the use of body scanners be on passenger health? What will the impact be on passenger privacy and will screening points be separated from viewing points? How will the image data be held, and when will it be destroyed?

Similarly, we will need to be satisfied that the handling of baggage of 'no show passengers' is proportional in view of the fact that such baggage has been screened already.

Finally there is a prima facie case for a clearer definition of the conditions under which the exemptions referred to in Part K of the annex of the draft Commission Regulation would apply. I would welcome any clarification you could give on this.

As the TRAN Coordinators will consider this case and the possibility of a motion for a Resolution again at their meeting of 7 October, a reply from your side prior to that date would be most welcome.

Yours sincerely

A handwritten signature in black ink, consisting of several fluid, overlapping loops and a long horizontal stroke extending to the right.

Paolo COSTA