Basic information

1994/2186(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Telematics applications for transport in Europe **Subject** 3.20 Transport policy in general	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	STOCKMANN Ulrich (PSE)	13/12/1994

Committee for opinion	Rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	HOPPENSTEDT Karsten Friedrich (PPE)	20/12/1994
ENER Research, Technological Development and Energy	MALERBA Franco E. (FE)	02/02/1995
JURI Legal Affairs, Citizens' Rights	The committee decided not to give an opinion.	
ENVI Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	1857	1995-06-19

Key events

Date	Event	Reference	Summary
04/11/1994	Non-legislative basic document published	COM(1994)0469	Summary
30/11/1994	Committee referral announced in Parliament		
22/06/1995	Vote in committee		Summary
22/06/1995	Committee report tabled for plenary	A4-0153/1995	

27/06/1995	Debate in Parliament		
29/06/1995	End of procedure in Parliament		
17/07/1995	Final act published in Official Journal		

Technical information	
Procedure reference	1994/2186(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/06165

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0153/1995 OJ C 183 17.07.1995, p. 0003	22/06/1995	
Text adopted by Parliament, single reading		T4-0328/1995 OJ C 183 17.07.1995, p. 0017-0030	29/06/1995	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1994)0469	04/11/1994	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1160/1995 OJ C 018 22.01.1996, p. 0032	25/10/1995	Summary

Telematics applications for transport in Europe

1994/2186(COS) - 25/10/1995 - Economic and Social Committee: opinion, report

Existing telecommunications technologies with Europe-wide standards had already proved excellent for specific telematics applications in transport. The ESC considered that in order to improve safety, reduce pollution, avoid congestion and improve vehicle utilisation, it was essential to act forthwith to create the political framework and develop the Europe-wide preconditions necessary for the implementation of the system, which could then be left as far as possible to the private sector. Sectoral cost/benefit considerations were conducive to private-sector initiatives by both systems providers and users in the transport telematics sphere. Macroeconomic cost/benefit considerations should accommodate political and social imponderables, although

the discussion on objectives, means and effects should be conducted as honestly and objectively as possible, taking into consideration the opinions of all those concerned. The development of trans-European transport networks provided a good opportunity to clarify goals and establish a political framework and the conditions necessary for using telematics in transport.

Telematics applications for transport in Europe

1994/2186(COS) - 19/06/1995

‘THE COUNCIL OF THE EUROPEAN UNION, Having regard to the Council Decision of 29 October 1993 on trans-European road networks, and communication COM(94)106 on Community guidelines for the development of the trans-European transport network; Having regard to the Council Resolution of 24 October 1994 on telematics in the transport sector and Commission communication COM(94)469 on telematics in the transport sector; Having regard to the conclusions of the ESSEN Council concerning trans-European networks and the emphasis placed on transport management systems; Having regard to the Council Decision of 23 November 1994 adopting a specific programme in the field of telematics applications of common interest (1994-1998) and the Council Decision of 15 December 1994 adopting a specific programme for research and technological development, including demonstration, in the field of transport (1994-1998); Whereas for the deployment of road telematics the Member States must give priority to introducing the applications closest to operational implementation, on the basis of minimum technical specifications and standards that will ensure compatibility of equipment and improve safety and efficiency throughout Europe; Whereas an appropriate level of interoperability must be defined for those applications, which must provide an optimum service to the user, in reasonable economic conditions, without discrimination between the nationals of the Member States, be able to accommodate users from third countries, take account of existing situations, with due regard for the principles of proportionality and subsidiarity, and not entail any additional bureaucracy; Whereas it is also necessary to draw not only on the experience of the Member States but also on experience acquired in European project work, in order to verify the specific details of the interoperability and continuity of applications and to identify obstacles and difficulties that are holding back their development on a pan-European scale and would thus justify appropriate Community measures; NOTES with satisfaction the work done by the Member States and the Commission in preparation for the deployment of road telematics applications, NOTES that the Commission has drawn up harmonising measures in the field of transport telematics applications, as announced in its 1995 work programme on the information society, I NOTES with satisfaction the measures taken for the harmonised deployment of early warning traffic services using RDS-TMC, Noting that work by experts has enabled technical specifications and minimum standards to be defined for the compatibility of on-board terminals for the deployment of automatic early warning systems using RDS-TMC and giving the public access to services that can gradually be made interoperable and continuous, Recognising the major role that the private sector has to play in developing and providing RDS-TMC services, REQUESTS the Commission, in order to ensure the interoperability of early warning traffic services using RDS-TMC and in order to ensure the compatibility of the on-board terminals necessary for those services, to make a proposal based on the current proposed standards for early warning traffic services using RDS-TMC, including - the CEN proposal on the ALERT-C broadcasting protocol with * the list of incident messages and * the structure of the related location tables, RECOMMENDS that, in the meantime, those Member States that wish to give the public access to early warning traffic services using RDS-TMC use the abovementioned CEN proposal for the ALERT-C protocol, REQUESTS the Member States and the Commission, meeting within the Steering Committee of the DEFI initiative, to commit themselves to the continuation of standardisation work on specific RDS-TMC services and to examine the development of the ALERT+ protocol as a compatible extension of the ALERT C protocol with a view in particular to the transmission of detailed information on road traffic, journey times and public passenger transport, RECOMMENDS that those Member States that wish to introduce international exchange of road information between centres use the provisional standards elaborated by the CEN TC/278, REQUESTS the Member States and the Commission, meeting within the Steering Committee of the DEFI initiative, to define the rules for coordinating the various functions of the services in order to ensure compatibility between interurban services using the abovementioned specifications and urban services that will be developed more specifically for conurbations, and to examine with industry the minimum impact on management of the basic functions of the terminal, REQUESTS the Member States and the Commission to support standardisation work on specific RDS-TMC services and in particular the ALERT+ protocol and road traffic messages, REQUESTS the Member States and the Commission to support standardisation work on wider-ranging information services allowing two-way data exchange by means of short and medium-range communications, to continue and accelerate work on the definition, by analogy with RDS-TMC, of technical specifications and minimum standards ensuring the compatibility of on-board terminals and the interoperability of all services, REQUESTS the Member States to promote, for specific locations to be introduced in telematics systems and services, the use of digital road maps in accordance with the CEN/TC 278’s proposal regarding prENV GDF 2.1, until definitive standards are adopted, NOTES with satisfaction the measures taken to define the levels of continuity, interoperability and compatibility that can effectively be implemented between the various road traffic information and early warning services, cross-border data exchange, the use of variable message signs and cross-border traffic management, on the basis of the analysis made by national experts of the outcome of validation and demonstration projects, with priority application to the trans-European road network, II NOTING that, in the framework of the TC 278’s work, the CEN has drawn up proposals for provisional standards for short-range communications, giving priority to systems using the 5,8 GHz band and the infra-red band, which can be used for added-value services, especially automatic toll systems, REQUESTS the European standardisation bodies to amplify those proposals to cover all technical aspects of short-range communications and to extend them to methods of transmission by mobile telephone (cellular radio) and by satellite, REQUESTS the Commission and the Member States to evaluate those proposals in the context of the 4th R&D framework programme and in particular to examine the problems of convergence with existing systems, REQUESTS the Member States to ensure that new systems based on short-range exchanges are compatible with the standards envisaged, REQUESTS the Commission and the Member States to speed up their work on the interoperability of electronic toll systems at European level on the trans-European road network, taking into account Council Directive 93/89 of 25 October 1993, REQUESTS the standardisation bodies to give priority to the official approval of the standards and specifications referred to above, III REQUESTS the Commission (a) to use the assistance of a working party of high-level representatives appointed by the Member States for the strategic study of the deployment of road telematics applications; that working party could involve in its discussions, as necessary, public or private partners (business and industry) and users, (b) to organise the activities of that working party in such a way as to avoid duplicating the work of existing working parties, so that specific measures under way can be better grouped and better use made of their results, REQUESTS the Member States to appoint their representatives on the working party from the ministry /ministries or body/bodies responsible for road telematics, REQUESTS the Commission, on the basis of the working party’s findings, the Member States’ know-how and experience, and the results of initial implementations and of projects under the 4th R&D framework programme and other European initiatives under way: (c) to propose a general strategy and a framework for the deployment of telematics applications for road transport: - to define the other applications to be developed as a priority, - to produce proposals for minimum specifications to permit the effective launching of those

other applications, and to inform the Council as soon as possible of the results achieved, - to discover the real obstacles to the implementation of such services arising, on the one hand, from the administrative and constitutional structures of the Member States and, on the other hand, from the interoperability and compatibility of those services at a pan-European level, and to draw up any necessary directives to remove those obstacles, (d) to submit to it a detailed work programme for the working party and, in particular, before the end of 1995, a detailed report on the activities of the European Union in the road telematics field, including a cost-benefit analysis of the envisaged measures, and to keep it regularly informed of the results obtained.'

Telematics applications for transport in Europe

1994/2186(COS) - 04/11/1994 - Non-legislative basic document

The purpose of the Commission communication is to define the measures needed in order to develop telematics infrastructures for all modes of transport, together with proposals for their deployment so that: - transport operations can be made more efficient, safer and less polluting; - the transport market can be opened to telematics services and products which are industrially efficient; - new public/private partnerships can be promoted in order to implement telematics applications in the transport sector. The EU therefore needs to decide on standardisation measures and to take action, with the Member States, to harmonise the regulatory and legal framework, promote joint solutions and coordinate regional and local efforts, the aim being to implement telematics systems and services which will benefit the entire European transport sector. The objectives of the overall EU programme of measures to apply telematics to transport are therefore as follows: - to develop the telematics infrastructure, the first step being to set up an open network architecture which allows the various elements in the system to interact. The Union needs to act on three fronts in order to set up and exploit a telematics infrastructure (legislation and standardisation, financial support and coordination); - to define priority telematics applications in the transport sector (road transport, rail transport, sea and inland waterway transport, air transport, intermodal transport); - R&D for transport telematics (advanced information and ship management systems, air traffic control, European rail traffic management systems and road, urban and multimodal transport management systems); - to establish a coordination framework to promote the action needed (by organizing fora of all the interested parties and operators within the framework of public/private agreements).

Telematics applications for transport in Europe

1994/2186(COS) - 29/06/1995 - Text adopted by Parliament, single reading

Adopting the report by Mr Ulrich Stockmann (PSE, D), the European Parliament called for the Commission to review its action plan and carry out additional accompanying studies in order to rectify omissions. It recommended that a standing working party on telematics be set up and called for the consequences of the application of telematics on road users' health to be studied. It called for priority to be given to telematics projects in the field of multimodal integrated transport, non-motorized private transport, collective transport, urban public transport and environmentally-friendly modes of transport (rail and maritime and inland waterway transport). At a legislative level, the European Parliament called on the Commission to present a draft directive on standardization in the field of telematics applied to transport. The Commission was also called on to draw up a legal framework governing collaboration between various management levels (local authorities, regions, Member States, EU) and a list of obligations which services must comply with before being implemented. The report also called for: - the compatibility and interoperability of all components to be guaranteed and for telematics for the disabled to be promoted in public and collective transport; - the Commission to send the European Parliament a list of all the telematics projects which it is implementing or supporting in the transport sector and to implement a uniform train control system more quickly; - greater efforts to be made to implement the most recent technical innovations in the field of road safety and for the possibility of extending the action plan to combined transport to be studied.