Basic information

1995/2102(INI) INI - Own-initiative procedure	Procedure completed
Transport: public services and state aid **Subject** 2.60.03 State aids and interventions 3.20 Transport policy in general	

Key players

	Committee responsible	Rapporteur	Appointed
European Parliament	TRAN Transport and Tourism	CASTRICUM Frits (PSE)	23/05/1995

Key events

Date	Event	Reference	Summary
13/06/1995	Committee referral announced in Parliament		
19/12/1996	Vote in committee		Summary
19/12/1996	Committee report tabled for plenary	A4-0419/1996	
15/01/1997	Debate in Parliament		Summary
17/01/1997	End of procedure in Parliament		
03/02/1997	Final act published in Official Journal		

Technical information

Procedure reference	1995/2102(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/06693

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary

Committee report tabled for plenary, single reading		A4-0419/1996 OJ C 033 03.02.1997, p. 0023	19/12/1996	
Text adopted by Parliament, single reading		T4-0020/1997 OJ C 033 03.02.1997, p. 0112-0127	17/01/1997	Summary

Transport: public services and state aid

1995/2102(INI) - 17/01/1997 - Text adopted by Parliament, single reading

In adopting the report by Mr Frits CASTRICUM (PSE, NL) on public services and State aid to transport, the European Parliament recalled the right of the consumer to efficient and affordable transport services. It held the view that the right to mobility was fundamental and that public transport could help solve the traffic problems (congestion and environmental impact). Believing that a completely liberalised public transport system did not offer any guarantee as to the preservation of an integrated network, Parliament recalled that the maintenance of such an infrastructure was the responsibility of national governments. Insofar as an improvement in the efficiency of public transport services is achieved by rationalisation of the companies concerned, State aid may be desirable in order to reduce the social impact of these restructuring measures. While recognizing that the responsibilities of public services may cover the provision of extensive transport networks, particularly in outlying and rural areas, Parliament nevertheless thought it necessary that a distinction be drawn between public service infrastructures and operations, and that the State could assume responsibility for the construction and maintenance of such infrastructures.