Basic information

1996/0306(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Decision	Procedure lapsed or withdrawn
Common transport policy: promotion of sustainable and safe mobility **Subject** 3.20 Transport policy in general 3.20.11 Trans-European transport networks	

Key players

Council of the European Union	

Key events

Date	Event	Reference	Summary
13/12/1996	Legislative proposal published	COM(1996)0654	Summary
19/02/1997	Committee referral announced in Parliament, 1st reading		
23/07/1999	Additional information		Summary
09/06/2000	End of procedure in Parliament		
09/01/2004	Additional information		Summary

Technical information

Procedure reference	1996/0306(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Decision
Legal basis	EC Treaty (after Amsterdam) EC 071 EC Treaty (after Amsterdam) EC 080 EC Treaty (after Amsterdam) EC 155
Stage reached in procedure	Procedure lapsed or withdrawn
Committee dossier	RETT/4/08660

Documentation gateway

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1996)0654	13/12/1996	Summary

		OJ C 028 29.01.1997, p. 0021		

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0228/1997 OJ C 133 28.04.1997, p. 0010	26/02/1997	Summary
CofR	Committee of the Regions: opinion	CDR0064/1997 OJ C 244 11.08.1997, p. 0033	11/06/1997	

Additional information		
Source	**Document**	**Date**
European Commission	EUR-Lex	

Common transport policy: promotion of sustainable and safe mobility

1996/0306(COD) - 26/02/1997 - Economic and Social Committee: opinion, report

The Economic and Social Committee welcomes the proposed Council decision insofar as it should prompt the Commission to make more intensive and purposeful use of the funds made available by the Parliament so that the problems associated with the transport of goods and people are solved as quickly as possible. The Committee thinks that it is vital for the Commission to be provided with the requisite funds and the legal basis for implementing the measures listed in Articles 2 and 3 of the proposal. It is also in the general interest for the Commission to be able to collect authoritative evidence by commissioning studies and analyses from independent experts. The Economic and Social Committee also welcomes the binding provision contained in Article 4 stipulating that each final payment is to be preceded by a detailed check on the services provided, taking into account the contractual obligations entered into by the beneficiary and the principles of basic economics and sound financial management. Finally, the Economic and Social Committee eagerly awaits the first Commission report due out in 2001 on the use made of the appropriations and the evaluation of their contribution towards the achievement of the objectives pursued by the Community (cf. Article 6 of the proposal).

Common transport policy: promotion of sustainable and safe mobility

1996/0306(COD) - 13/12/1996 - Legislative proposal

OBJECTIVE: the promotion of sustainable and safe mobility for persons and goods in the internal market. SUBSTANCE: the proposal for a Council Decision deals with the definition and implementation of the common transport policy and the transeuropean transport network in order to ensure and promote sustainable and safe mobility. It concerns only significant actions which the Commission could undertake for the establishment and development of the common transport policy and for the promotion of transport safety. Certain significant actions can be financed from item B2-702 'transport safety' and B2-704 'establishment and development of a sustainable transport policy' for which the appropriations have regularly exceeded ECU 5 million since 1993. They mainly concern clearly identifiable but highly diverse operations conducted by third parties, more often than not public or private international organizations, engaged in publicizing the objectives pursued by the Community in the transport sector. The financing of these operations normally takes the form of subsidies not exceeding 50% of the total cost of the project, save in exceptional circumstances, although other actions may be conducted directly and exclusively by the Commission.