Basic information

1997/2129(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Intermodality and intermodal freight transport, services and sustainability **Subject** 3.20.07 Combined transport, multimodal transport 5.05 Economic growth	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	STOCKMANN Ulrich (PSE)	23/09/1997

Committee for opinion	Rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	
REGI Regional Policy	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

Key events

Date	Event	Reference	Summary
29/05/1997	Non-legislative basic document published	COM(1997)0243	Summary
13/06/1997	Committee referral announced in Parliament		
20/01/1999	Vote in committee		Summary
20/01/1999	Committee report tabled for plenary	A4-0011/1999	
09/02/1999	End of procedure in Parliament		
28/05/1999	Final act published in Official Journal		

Technical information	
Procedure reference	1997/2129(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/4/09000

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0011/1999 OJ C 128 07.05.1999, p. 0002	20/01/1999	
Text adopted by Parliament, single reading		T4-0069/1999 OJ C 150 28.05.1999, p. 0016-0038	09/02/1999	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1997)0243	29/05/1997	Summary
Non-legislative basic document	COM(1999)0519	27/10/1999	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1176/1997	29/10/1997	Summary
CofR	Committee of the Regions: opinion	CDR0477/1999 OJ C 198 14.07.1999, p. 0021	11/03/1999	

Intermodality and intermodal freight transport, services and sustainability

1997/2129(COS) - 29/05/1997 - Non-legislative basic document

OBJECTIVE: to promote intermodality and intermodal freight transport in the European Union by changing the present approach and adopting a systems approach, this being the only way to resolve future transport problems (traffic congestion, accidents, pollution, noise, etc.). SUBSTANCE: in line with the other measures already proposed by the Commission, the measures envisaged in this communication are aimed at eliminating the current barriers to the development of intermodal door-to-door transport and thereby promoting increased use of environmentally-friendly modes of transport with spare capacity. The Commission feels that implementing a European intermodal transport system requires coordinated development of a transport policy at European, national and regional levels. Four key strategies will provide the necessary impetus for the development of intermodal transport in the overall context of the common transport policy: - a European strategy on infrastructure (trans-European transport networks and nodes); - the single transport market: harmonization of regulations and competition rules; - identification and elimination of obstacles and the associated friction costs; - implementing the information society in the transport sector, and particularly computer-aided transport (CAT). The Commission's view is that the key measures in achieving intermodality are found at three levels: 1) infrastructure and means of transport; - intensified intermodal design of trans-

European transport networks; - enhanced design and functioning of intermodal transport points; - harmonized standards for transport means and equipment; 2) operations and use of infrastructure (particularly terminals): - integration of freight freeways into an intermodal environment; - development of common charging and pricing principles; - harmonization of competition rules and State aid regimes on an intermodal basis; 3) mode-independent services and regulations: harmonization and standardization of procedures and EDI systems; research and demonstration; benchmarking; intermodal statistics. The Commission has announced its intention of taking the necessary initiatives where regulatory or legal issues are concerned. While respecting the principle of subsidiarity, it will also address areas where intermodality depends on coordination at European level.

Intermodality and intermodal freight transport, services and sustainability

1997/2129(COS) - 09/02/1999 - Text adopted by Parliament, single reading

The resolution on the communication from the Commission to the Council, the European Parliament, the Economic and Social Committee and the Committee of the Regions on intermodality and intermodal freight transport in the European Union - a systems approach to freight transport - strategies and actions to enhance efficiency, services and sustainability was approved without debate by the European Parliament. This report by Ulrich STOCKMANN (PSE, D) draws attention to the goal of the European internal market in transport when working towards harmonisation and considers that excessive subsidiarity could cause inconsistencies. Within the fifth Framework Programme for research, it calls for transport research to concentrate on an intermodal approach and similarly calls on Member States to work towards competition on equal terms and equal tax burdens for all modes of transport and to facilitate investment for the conversion of unimodal transport to intermodal transport chains. When Directive 91/440/EEC is revised, the Parliament is keen to see appropriate action taken to liberalise the rail sector and further calls on the Commission to establish a Deregulation Authority for the railways, to monitor for example unhampered access to the track network. It would also like to see a substantial increase in investment by Member States in railways and waterways and support for short-sea and inland waterway links. The report also requests support for the introduction of automatic and rational transhipment equipment and the establishment of real-time information centres for carriers and customers at interfaces. The Commission is requested to initiate the harmonisation or coordination of national and/or modal technical, operational and administrative standards, to place particular emphasis on drawing up a door-to-door intermodal liability scheme and a corresponding transport document, and to submit a proposal for the regular production of European intermodal statistics. The Parliament further calls on the Commission to monitor the development and work to achieve the highest possible percentage of combined and intermodal traffic with the countries of Central and Eastern Europe and the Mediterranean basin and to compensate the Central and Eastern European countries' exclusion from the PACT programme through PHARE, TACIS and ISPA funding. It wishes to see encouragement of international exchanges of personnel between modes of transport, as in the KAROLUS programme, inclusion of intermodality in training course curricula, and perhaps the development of the vocation of "intermodality engineer". At administrative department level, the report calls on Member States to create focal points responsible for questions of achieving intermodality, while the Commission is requested to submit a call for tenders for a European reference centre for intermodal freight transport and to encourage the Member States and the regions to gather together all parties involved in intermodal tranport chains to discuss and resolve practical problems in round table discussions.

Intermodality and intermodal freight transport, services and sustainability

1997/2129(COS) - 29/10/1997 - Economic and Social Committee: opinion, report

The Committee supports the integrated approach to developing intermodal transport in the EU. The way in which this is described in the communication shows insight into a complex issue and points the way for concrete action. The ESC also draws the Commission's attention to a number of points that it feels are important, namely: - Since the technical, economic and, above all, political obstacles to the market-oriented operation of the railways in particular are hardly mentioned, the ESC feels that one of the most serious, if not the most serious stumbling blocks to the development of intermodality is missing from the communication. - In view of the developments in road transport, one should focus on improving technology and finding solutions to present obstacles in rail, inland waterway and coastal transport, so they can maintain their advantage in the fields of energy consumption, emissions and noise prevention. - The Commission's communication does not elaborate on the idea of using "intermodality" as a quality indicator of the efficiency of the total transport system, or give it any concrete foundation. It is also unclear what the consequences of intermodality will be for jobs and society as a whole. - The development of Trans-European Networks of motorways and "Freeways" for rail traffic will directly have a big impact on the use of road, rail and water-borne transport and may greatly influence the development of "intermodality". - The development of "intermodality" often calls for huge investments, especially in equipment, terminals and information systems. Government support for new services is only possible to a limited extent, while subsidies for operating losses, for example, are quite impossible, even in the initial phase. As many parties in intermodal transport can only invest very limited sums, this is a considerable barrier. Finally, the Committee thinks that red tape should be kept to a minimum when implementing the Commission's action programme and further developing intermodality. Moreover, the Commission should consult closely with all those involved, both market operators and social partners.