Basic information

1998/2170(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Transport infrastructure: common charging framework, fair payment for use. White paper **Subject** 3.20 Transport policy in general	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	SCHMIDBAUER Barbara (PSE)	02/09/1998

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

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2119	1998-10-01

Key events

Date	Event	Reference	Summary
22/07/1998	Non-legislative basic document published	COM(1998)0466	Summary
01/10/1998	Debate in Council		
23/10/1998	Committee referral announced in Parliament		
16/03/1999	Vote in committee		Summary
16/03/1999	Committee report tabled for plenary	A4-0111/1999	
15/04/1999	Debate in Parliament		
15/04/1999	End of procedure in Parliament		
30/07/1999	Final act published in Official Journal		

Technical information	
Procedure reference	1998/2170(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/4/10380

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0111/1999 OJ C 219 30.07.1999, p. 0004	16/03/1999	
Text adopted by Parliament, single reading		T4-0340/1999 OJ C 219 30.07.1999, p. 0371-0460	15/04/1999	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1998)0466	22/07/1998	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0196/1999 OJ C 116 28.04.1999, p. 0028	24/02/1999	
CofR	Committee of the Regions: opinion	CDR0408/1998 OJ C 198 14.07.1999, p. 0016	10/03/1999	

Transport infrastructure: common charging framework, fair payment for use. White paper

1998/2170(COS) - 22/07/1998 - Non-legislative basic document

PURPOSE: this White Paper proposes a phased approach to a common transport infrastructure charging framework in the EU. CONTENT: this White Paper explains how infrastructure charging reform can solve many of the transport sector's problems, and help develop European transport services. It has evolved out of the discussions on the 1993 Commission White Paper on "The future development of the common transport policy", the 1995 Commission Green Paper "Towards fair and efficient pricing in transport", the 1996 report of the high level group on infrastructure charging and the 1998 report of the high level group on infrastructure charging. The great diversity of infrastructure charging systems across modes of transport and Member States undermines the efficiency and sustainability of Europe's transport system. This situation gives rise to significant distortions of competition within and between modes, often on the basis of the nationality of the transport provider. That is why the Commission considers that a gradual and progressive harmonisation of charging principles in all major commercial modes of transport is required. It is proposed that the charging systm be based on the "user pays" principle - i.e. all users of transport infrastructure should pay for the costs, including environmental and other external impacts, they impose, at, or as close as possible to the point of use. The Commission proposes a progressive three-phase approach to implementation, to be accompanied by an advisory committee from Member States experts and with the full involvement of all stakeholders: - phase

one (1998-2000) would involve seeking agreement on methodologies for measuring marginal costs and promoting the idea of charging at point of use. Charges up to average costs would generally be accepted; - phase two (2001-2004) would involve adapting particular charges better to reflect the new approach and to harmonise charging systems between modes. In this phase, it is proposed that charges should in general be set at total social marginal costs, that is marginal infrastructure and external costs; - phase three (beyond 2004) would be to further implement harmonised charging principles, both in terms of the marginal cost basis and the consistency of cost estimation. The level of Community wide charges for externalities should also be reviewed and mandatory charging structures, but not levels, for local externalities could also be considered. Hence, the Commission's proposed three-phased approach to fair and efficient charging in transport would ensure that an efficient, cost related approach is taken to charging for infrastructure use, in all Member States, and across modes.

Transport infrastructure: common charging framework, fair payment for use. White paper

1998/2170(COS) - 15/04/1999 - Text adopted by Parliament, single reading

The European Parliament adopted its resolution on infrastructure charging drafted by Ms. Barbara Schmidbauer (D, PES). The Parliament welcomes the Commission's plan for a uniform system for all forms of transport based on the user pays principle. It calls on the Commission to take the following points into account in the directives it submits : - if possible to include car traffic in the charging system to avoid a distortion of competition between the individual modes of transport, to distribute costs fairly among all road users and to ensure the more efficient use of road infrastructure, while ensuring that socially disadvantaged and/or disabled people are not unreasonably penalised by charges, or are the subject of compensatory measures; if this cannot be achieved on the basis of the marginal social cost, the Commission shopuld make new proposals for ways of including private car traffic (e.g. through mineral oil tax). - a charging system for all road users taking into account use of environmentally-friendly technology, encouraging the use in each case of the mode of transport with the least environmental impact, and promoting where possible the use of local public transport. - in air transport : taxing kerosene within the framework of the international civil aviation agreements; in sea and air transport : taxing diesel and heating oil and using biofuels and bio-greases for pleasure boats; in both forms of transport : minimum quality standards for these fuels. - ensuring the provision of a basic level of mobility for all members of society, in particular in sparsely populated and peripheral regions.