Basic information

2000/2054(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Air transport: environmental impact, towards a sustainable development **Subject** 3.20.01 Air transport and air freight 3.70 Environmental policy 5.05 Economic growth	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	LUCAS Caroline (V/ALE)	26/01/2000

Committee for opinion	Rapporteur for opinion	Appointed
ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	
ENVI Environment, Public Health, Consumer Policy	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2252	2000-03-28

Key events

Date	Event	Reference	Summary
01/12/1999	Non-legislative basic document published	COM(1999)0640	Summary
18/02/2000	Committee referral announced in Parliament		
28/03/2000	Debate in Council		Summary
21/06/2000	Vote in committee		Summary
21/06/2000	Committee report tabled for plenary	A5-0187/2000	
06/09/2000	Debate in Parliament		
07/09/2000	Decision by Parliament	T5-0376/2000	Summary
07/09/2000	End of procedure in Parliament		

07/05/2001	Final act published in Official Journal		

Technical information	
Procedure reference	2000/2054(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	RETT/5/12316

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A5-0187/2000 OJ C 135 07.05.2001, p. 0010	21/06/2000	
Text adopted by Parliament, single reading		T5-0376/2000 OJ C 135 07.05.2001, p. 0199-0265	07/09/2000	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1999)0640	01/12/1999	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
CofR	Committee of the Regions: opinion	CDR0014/2000 OJ C 317 06.11.2000, p. 0031	14/06/2000	
EESC	Economic and Social Committee: opinion, report	CES0810/2000 OJ C 268 19.09.2000, p. 0062	13/07/2000	

Air transport: environmental impact, towards a sustainable development

2000/2054(COS) - 01/12/1999 - Non-legislative basic document

PURPOSE : to present a communication on air transport and the environment to the European Parliament and the Council and the Economic and Social Committee and the Committee of the Regions with the purpose of the future development of integrated policy action in the field. CONTENT : this communication analyses and identifies for the first time ways for coherent and integrated policy action for the European Union in the air transport field. To this end, reliance on better, preferably internationally agreed standards and rules needs to be complemented by a more effective system of EU-wide national, regional and local measures aimed at accelerating the introduction of environmentally-friendly technologies to reduce noise and gaseous emissions. It is also important that the European Union improves the promotion of its interests in the International Civil Aviation Organisation (ICAO). Furthermmore, this communication suggests the introduction of economic and regulatory incentives reinforcing the competitive edge of operators and

users which choose to use state-of-art technologies and environmentally-friendly operations. It is proposed to expose Europe's air transport system much more to a system of "Reward the best - punish the worst" by drawing a clearer line between operations on the basis of their environmental quality. The air transport industry is invited to make, by means of establishing voluntary environmental agreements or otherwise, a pro-active contribution to reducing the environmental impact of its operations. It should be noted that local rules for implementation at the level of airports are part of a policy aimed at integrating in a coherent way environmental requirements into sectoral policies. Therefore, the work programme outlined in this communication includes measures to be applied at the level of airports in order t oreconcile the need for action on environmental grounds with the necessity to prevent distortive proliferation of local rules. The Commission intends to continue its work on the creation of the equitable conditions for competition within the overall transport system. This implies working towards integration of environmental costs into charging systems and significant improvement of the infrastructure at intermodal connecting points so that the users and operators can actually orient their choice towards the environmental quality of transport services and avoidance of congestion. This will contribute to replacing shorter flights by truly competitive rail transport. This communication constitues the point of reference for the Commission's work programme during the next 5 years and beyond. On the basis of results in ICAO by the end of 2001, the Commission will present a re-assessment of the balance between global, Community and local measures with a view to ensuring fulfilment of the environmental goals laid down in the Amsterdam Treaty and the Kyoto-Protocol and update priorities, where required, by lack of progress at international level and/or new scientific evidence on environmental impacts of air transport.

Air transport: environmental impact, towards a sustainable development

2000/2054(COS) - 07/09/2000 - Text adopted by Parliament, single reading

In approving the report drafted by Mrs Caroline LUCAS (Green/EFA, UK), the European Parliament adopted the resolution on the Communication from the Commission - Air Transport and the Environment: Towards meeting the challenges of Sustainable Development. The European Parliament considers that the Community should support and strengthen the ICAO process of revising noise stringency levels in order to meet as far as possible the particular needs of the densely populated, industrialised EU and to take account of the particular needs of third country airlines from the developing world who operate in the EU. This could include a global system of airport classification agreed under ICAO auspices and therefore calls on the Commission to pursue complementary measures to be implemented if ICAO cannot reach appropriate agreement. The Commission is also urged to develop a common definition of average noise level at ground level, which must serve as a basis for developing noise standards at European airports. The Parliament further recommends that the EU adopt Community-wide noise exposure targets that ensure that noboby is exposed to unacceptable noise levels at night, these noise levels should be based on WHO Guidelines. The Community is encouraged to continue to actively contribute to the work of the ICAO in identifying and evaluating market-based mechanisms and new emission parameters for the climb and cruise phase of flights. With regard to air traffic management, the Commission is asked to develop a new policy framework to allow slot allocation also to be linked to the environmental performance of aircraft and operations, including the prioritisation of slot allocation for journeys where high speed rail alternatives do not exist. As far as kerosene tax is concerned, the European Parliament considers it necessary, for reasons of environmental policy, to introduce a kerosene tax on all routes departing from the EU. It also believes that if international agreement is not reached on a kerosene tax, a Community-wide environmental charge should be introduced, based on the polluter pays principle. The Parliament calls urgently on the Commission to examine the economic impact of the zero-rating VAT on air tickets, kerosene, and the purchase of new aircraft. In relation to land-use planning, the Commission is asked to develop guidelines on land-use planning in order to standardise national legislation and to co-ordinate Member States' actions. Member States should prevent the development of urbanisation in the vicinity of airports so as to safeguard citizens' health and airports' long-term expansion opportunities.

Air transport: environmental impact, towards a sustainable development

2000/2054(COS) - 28/03/2000

The Council held a policy debate on the basis of the Commission communication and then approved conclusions on the subject. The Council's discussions centred on the various questions raised in the Commission communication, in particular the aspects relating to the approval of a new international standard for aircraft noise by the ICAO in September 2001 and the economic incentives to be adopted to encourage the use of techniques and resources that are more environmentally friendly. The Council stressed the importance of concerted action to prepare for the ICAO Assembly in Montreal in September 2001. In that connection an exchange of views was also held on the problems relating to the taxation of aviation fuel. The Council invited the Commission, within the framework of its prerogatives, to continue its proceedings, taking into account not only the conclusions approved by the Council but also the points made in the course of the discussion. In its conclusions, the Council considers that refining the sectoral strategies is an ongoing process and that all parts of the economy should contribute to the overall objective of sustainable development; considers that in aviation, such a strategy should aim at achieving in the long term an improvement to this effect should also ensure a high level of safety, to avoid distortion of competition, safeguard air transport liberalisation, efficient functioning of the transport system and equitable access to transport services, and take account of the diversity of situations in the various regions of the Community, and, in particular, cohesion requirements. The Council considers that priority actions should include: - the development and early implementation of more stringent international noise standards as well as appropriate transitional arrangements for phasing out the noisiest aircraft, which should address the concerns of regions with high environmental requirements and pressing noise problems as well as those of the developing nations; - on the basis of a full analysis, proposals for the introduction of economic incentives for reducing the environmental impact, especially of gaseous emissions, of different aviation operations taking into account, inter alia, the need to avoid distortion of competition, the special nature of operations involving peripheral locations and the desirable contribution of voluntary agreements with the aviation industry; - the further development, in accordance with the principle of subsidiarity and taking into account best practice, of a general Community framework of guidelines for the environmentally sustainable development of airports as an objective basis for measures to be taken by competent authorities in order to, in particular, meet the concerns of the population around airports.