Basic information

2006/2227(INI) INI - Own-initiative procedure	Procedure completed
Keep Europe moving: sustainable mobility for our continent **Subject** 3.20 Transport policy in general 3.20.11 Trans-European transport networks 5.05 Economic growth	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	BARSI-PATAKY Etelka (PPE-DE)	05/09/2006

Committee for opinion	Rapporteur for opinion	Appointed
BUDG Budgets	The committee decided not to give an opinion.	
ECON Economic and Monetary Affairs	The committee decided not to give an opinion.	
EMPL Employment and Social Affairs	The committee decided not to give an opinion.	
ENVI Environment, Public Health and Food Safety	The committee decided not to give an opinion.	
ITRE Industry, Research and Energy	HASSI Satu (Verts/ALE)	04/10/2006

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2791	2007-03-22

European Commission

Commission DG	Commissioner
Energy and Transport	BARROT Jacques

Key events

Date	Event	Reference	Summary
22/06/2006	Non-legislative basic document published	COM(2006)0314	
28/09/2006	Committee referral announced in Parliament		
22/03/2007	Debate in Council		Summary
08/05/2007	Vote in committee		Summary
16/05/2007	Committee report tabled for plenary	A6-0190/2007	
10/07/2007	Debate in Parliament		
12/07/2007	Decision by Parliament	T6-0345/2007	Summary
12/07/2007	Results of vote in Parliament		
12/07/2007	End of procedure in Parliament		

Technical information

Procedure reference	2006/2227(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Strategic initiative
Legal basis	Rules of Procedure EP 55
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/6/40582

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE382.389	21/12/2006	
Committee opinion	ITRE	PE382.380	28/02/2007	
Amendments tabled in committee		PE384.609	09/03/2007	
Committee report tabled for plenary, single reading		A6-0190/2007	16/05/2007	
Text adopted by Parliament, single reading		T6-0345/2007	12/07/2007	Summary

European Commission

Document type	Reference	Date	Summary
Follow-up document	COM(2006)0314	22/06/2006	Summary

Keep Europe moving: sustainable mobility for our continent

2006/2227(INI) - 12/07/2007 - Text adopted by Parliament, single reading

The European Parliament adopted the report by Etelka **BARSI-PATAKY** (EPP-ED, HU) on Keep Europe moving - Sustainable mobility for our continent.

MEPs stress the importance of strengthened cooperation at European, national, regional and local levels, which should include the effective implementation of common rules and more efficient ways of enforcement; also stresses the need for pragmatic and cooperative interconnection of transport and other policy areas such as energy, environment and innovation; proposes that transport policy should be fully integrated into the Lisbon Strategy and taken into account in the assessment and recommendations put forward each year by the Member States in their national plans in order to measure and compare progress.

The Parliament notes that Community funds for financing trans-European transport projects remain limited, and the added value of the TEN-T programme cannot be attained unless the entire network is completed. It emphasises the financing of infrastructures (especially where congestion problems are significant), the cross border sections and transport hubs; considers that priority investment progress is slower than expected. It emphasises that the key TEN-T projects − supervised by their coordinators − need to be selected according to their financial feasibility and in particular according to the financial willingness of the Member States concerned and their regions, and furthermore according to their level of operational feasibility and the degree of progress made in their technical planning. The Commission is called upon to make proposals about the possible extension of new alternative and innovative ways of financing − taking into account also the report on the future of the European Union's own resources − and also extra resources for transport and the related research during the review of the EU 7-year budget in 2008.

While continuing the accomplishment of the TEN-T projects, points out that the conventional measures are reaching their limits. The Parliament therefore emphasises the potential of intelligent transport systems, technological innovations, investments in telematics in order to enhance traffic efficiency, reduce congestion, and improve safety and environmental performance. It points out that the benefits of intelligent systems and technological innovations (SESAR, ERTMS, RIS, Galileo, etc) should be realised; emphasises that the main task - both of the Community and of industry - is to support the market for new innovative solutions, and to create an appropriate legal and technical environment, including facilitated applications of the new technologies through public procurement.

The importance of the "Motorways of the Sea" projects has been emphasised as has the wish for the Galileo Programme and ERTMS to be sped up. Parliament notes that in different markets modal shift is essential for reducing the environmental impact of transport, and a modest modal shift can reduce road congestion; points out that shifts to more environmental modes, such as rail, bus and coach, carpooling and car-sharing, walking and cycling, maritime transport or inland navigation should be achieved, and emphasis should be put on those transport modes whose level of participation is often still low, meaning that they have vast potential.

In addition, the Parliament emphasises that priority should be given, when implementing the Seventh Framework Programme, to projects and programmes concerning intelligent transport systems and logistics, including road safety, urban transport and clean-engine technology; calls for EU-wide quality and interoperability standards for bio fuels to be ensured; underlines the need for the energy efficiency road plan; emphasises the importance of the Green Paper on urban transport, and hopes that specific means will be provided to help urban public transport move towards modal integration, developing traffic management systems, and creating conditions enabling users to be rewarded for their decision to make use of alternatives; underlines the importance of taking further measures in favour of sustainable transport in mountainous as well as densely populated areas, following the signature, by the Transport Council on 11 December 2006, of the Transport Protocol to the Alpine Convention; suggests that a Green Paper on European tourism be submitted and that a specific impact assessment of legislation which has a clear influence on European tourism be carried out.

The Parliament looks forward to the Commission proposing, in 2008, a generally applicable, transparent and comprehensible model for the assessment of all external costs to serve as the basis for future calculations of infrastructure charges.

MEPs deplore the conditions under which the Union's transport policy is being implemented by the Council and call strongly for decisions to be taken more quickly under the legislative procedure and for swifter and better coordinated transposition into national law. The Commission is called on to do all in its power to achieve this goal.

The Parliament fully agrees that Community legislation − in line with the principle of better regulation and the principle of subsidiarity − should focus on new areas such as urban transport, where legislation is necessary and policy measures should be taken at EU level only where it would bring clear added value.

Keep Europe moving: sustainable mobility for our continent

2006/2227(INI) - 22/06/2006

PURPOSE: a mid-term review of the European Commission’s 2001 Transport White Paper based on the sustainable mobility of Europe.

CONTENT: the EU’s transport policy is based on sustainability. Its objectives are to provide Europeans with an efficient and effective transport infrastructure. Effective transport systems are essential to Europe’s prosperity. It also impacts upon Europe’s economy, social development and environment. Currently, transport accounts for 7% of European GDP and 5% of employment. The mobility of both goods and persons is an essential component of Europe’s competitiveness. It is also an essential right.

Some of the main challenges facing the European transport infrastructure are:

- an imbalance between the different transport modes;
- on-going congestion problems (both on roads and in airspace); and
- the environmentally damaging effects of transport.

Since 2001, the year that the White Paper on Transport was published, a number of legislative proposals have been approved and are being put in to practice, which should help alleviate some of the challenges identified above.

The largest share of intra-EU transport remains the road which accounts for 44% of freight and around 85% of passenger transport. Demand factors, such as a reduction in heavy bulk transport and the increasing importance of door-to-door and just-in-time service has contributed to the strong sustained growth of road transport. The share carried by rail and air is 10% and 6% respectively. One of the main structural trends is the fact that rail freight transport has halted its relative decline since 2001 and is on a growth path in a number of Member States.

Another salient trend is the strong and sustained dynamism of air and waterborne transport. Air transport dominates the long-distance passenger transport market. Maritime transport accounts for 39% of internal goods transported.

Although a major contributor to growth, transport is associated with a number of costs. Its environmental cost alone is estimated to stand at 1.1% of GDP. Further, air quality standards in many cities are not being met and infrastructure developments need to be designed, which take account of nature protection and planning restrictions. Road congestion has increased and is costing the EU about 1% of GDP. Attention must also be paid to noise pollution.

Safety, on the other hand, has improved considerably. Road fatalities have declined by more than 17% since 2001 – although not in all of the Member States. Road remains the most dangerous mode of transport accounting for 41 600 deaths and more than 1.7 million injuries. The Commission urges all actors to step up their efforts to improve road safety.

The Communication notes that transport policy is closely intertwined with energy policy – for example, lowering CO2 emissions and reducing EU import dependency on fossil fuels. Yet, transport accounts for some 71% of all oil consumption in the EU of which 60% is used by road transport users; 9% is used by air transport users. Rail transport utilises some 75% of electricity and 25% of fossil fuels. The Paper points out that the EU is committed to promoting energy efficiency at an EU level. To do so the EU supports voluntary agreements, further research, the use of new engines, the use of intelligent vehicle energy management systems and the promotion of alternative fuels including biofuels and hydrogen.

In terms of optimising infrastructure, the EU wishes to address two challenges. Firstly, reducing congestion and secondly, increasing accessibility. To realise these objectives the Commission will encourage and co-ordinate investment in new or improved intelligent infrastructure in order to eliminate bottlenecks and prepare for the introduction of co-operative systems which allow co-modal transport solutions and to connect peripheral regions and the outermost regions of the EU with the mainland.

As far as financing of the 30 TEN priority projects is concerned the Communication notes that the total cost in 2004 amounted to EUR 250 billion. The public financing capacities of the Member States, however, remain limited and the level of investment in infrastructure transport, at a national level has fallen in recent years accounting for less than 1% of GDP. In view of this the Commission proposes that limited resources should focus on the critical cross-border crossing sections and other main bottlenecks on priority projects. It also urges the Member States to optimise the use of the EU Structural and Cohesion Funds to support the financing of transport infrastructure.

The Communication also discusses the matter of “Smart Charging”. Charging for the use of infrastructure is increasingly common in the EU – such as the London congestion charge. The EU has just adopted a new road charging framework Directive which introduced modulated tolling for lorries operating on the trans-European network. In accordance with the road charging Directive, the Commission is committed to introducing, no later than June 2008, a generally applicable, transparent and comprehensive model for the assessment of all external costs. This should serve as a basis for future calculations of infrastructure charges and will be accompanied with an impact analysis of the internalisation of external costs for all modes of transport.

In terms of intelligent transport systems the EU is forging ahead with a number of related issues including “The Intelligent Car Initiative”, the eSafety Forum, SESAR (introducing modern technologies to air traffic management with the European Single Sky), ERTMS (intelligent systems for the rail sector) and RIS, River Information Services, which is already being deployed on the main European corridors. Much of these systems will be dependant on Galileo navigation signals.

The Communication concludes by noting that 1992 was the completion date of the Internal Market. For transport this was very much the starting date. Some 15 years on and the liberalised internal transport market and Europe-wide mobility has become a reality. The transport industry has strengthened considerably and the Union is in a good position to maintain or develop its global positioning.

The mid-term review argues for a comprehensive, holistic approach to transport policy. The Commission argues for greater complementary action at a national, regional and local level. A European sustainable mobility policy needs to be built on a broad range of policy tools and most importantly needs to shift into a more environmentally friendly gear. The policy directions outlined in this Communication will be refined on the basis of a public consultation and in-depth assessments before specific measures are decided upon. They will also be adjusted over time to take account of shifting times and experience gained.

Keep Europe moving: sustainable mobility for our continent

2006/2227(INI) - 22/03/2007

On the basis of a Presidency questionnaire, the Council held a public exchange of views on sustainable transport policy and climate protection.

The debate was conducted in the light of the European Council meeting of 8 and 9 March, which focused among other points on reducing energy consumption and strengthening climate protection.

The intention of the exchange of views was to gather opinions of Transport Ministers on concrete actions for reducing energy consumption and emissions in all transport modes. In general, Ministers underlined that transport should play an active role in questions related to energy efficiency and climate protection.

The debate focused first of all on the **consumer side** and on how consumers can be stimulated to change their driving behaviour in a more environmentally friendly way. In discussing means to promote a more environmentally friendly transport behaviour, several proposals were brought forward. It was recognised that consumers should be better informed, in particular by using awareness raising campaigns, promoting eco driving and labelling energy efficient cars and environmentally-friendly fuels, such as alternative fuels. Furthermore, Ministers underlined the effectiveness of financial incentives for using cleaner vehicles or fuels.

The Council addressed the development of **energy consumption emissions in maritime transport**, inland navigation and rail transport. While highlighting their energy efficiency compared to road transport, Ministers underlined the need to further improve the environmental performance of these modes of transport. Concrete measures that were put forward included stimulating technological innovations, devising quality standards for fuels and engines and establishing emission norms, where needed taking due account of the international context.

The Presidency intends to organise a follow-up to this discussion on sustainable transport and climate protection at the TTE Council in June.