Basic information	
2012/2298(INI) INI - Own-initiative procedure Promoting a European transport-technology strategy for Europe's future sustainable mobility **Subject** 3.20 Transport policy in general 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.50.01.05 Research specific areas 3.50.04 Innovation	Procedure completed

Key players

European Parliament	**Committee responsible**		**Rapporteur**	**Appointed**
	TRAN Transport and Tourism		CRAMER Michael (Verts/ALE)	05/11/2012
			Shadow rapporteur PIRKER Hubert (PPE) LIBERADZKI Bogusław (S&D) BILBAO BARANDICA Izaskun (ALDE) ZĪLE Roberts (ECR) RUBIKS Alfreds (GUE/NGL)	
	Committee for opinion		**Rapporteur for opinion**	**Appointed**
	ITRE Industry, Research and Energy		The committee decided not to give an opinion.	
	REGI Regional Development		BICEP Jean-Jacob (Verts/ALE)	27/11/2012

European Commission	**Commission DG**	**Commissioner**
	Mobility and Transport	KALLAS Siim

Key events

Date	Event	Reference	Summary

13/09/2012	Non-legislative basic document published	COM(2012)0501	Summary
22/11/2012	Committee referral announced in Parliament		
18/06/2013	Vote in committee		
07/08/2013	Committee report tabled for plenary	A7-0241/2013	Summary
09/09/2013	Debate in Parliament		
10/09/2013	Decision by Parliament	T7-0339/2013	Summary
10/09/2013	Results of vote in Parliament		
10/09/2013	End of procedure in Parliament		

Technical information

Procedure reference	2012/2298(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/7/11247

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE505.983	28/02/2013	
Amendments tabled in committee		PE507.954	11/04/2013	
Committee opinion	REGI	PE508.036	03/06/2013	
Committee report tabled for plenary, single reading		A7-0241/2013	07/08/2013	Summary
Text adopted by Parliament, single reading		T7-0339/2013	10/09/2013	Summary

European Commission

Document type	Reference	Date	Summary
Commission document (COM)	COM(2012)0501	13/09/2012	Summary
Commission response to text adopted in plenary	SP(2013)816	19/12/2013	

Promoting a European transport-technology strategy for Europe's future sustainable mobility

2012/2298(INI) - 13/09/2012 - Non-legislative basic document

PURPOSE: Communication on research and innovation in the EU transport sector and put forward a European strategic transport-technology plan.

CONTENT: the 2011 White Paper on Transport makes the case for transforming the European transport system into a sustainable and competitive system that will further improve mobility and continue to support economic growth and employment. It sets ambitious objectives for reducing Europe's dependence on imported oil, improving the environment, reducing accidents and sharply cutting greenhouse-gas emissions. Incremental changes will not be enough to confront the challenges facing Europe and its transport sector. It is therefore essential that Europe's research and innovation capacities are mobilised to support transport policy objectives and societal goals. The White Paper proposes to set up a 'Single European Transport Area' to serve the 500 million citizens in the internal market. The size of this market will allow for the **large-scale testing of a diversity of innovative technologies and services,** reaping economies of scale and scope and creating strong home markets for Europe's globally operating transport industries. This approach interlinks innovation with the other three dimensions of the White Paper: the internal market, infrastructure development and international cooperation.

The Communication presents the Commission's views on how transport research and innovation could contribute to the ambitious objectives of the White Paper on Transport and support the implementation of Horizon 2020 linking also up with strategies for smart specialisation.

1. Strengthen transport research and innovation: the Communication recommends strategic actions in four fields:

- **the research and innovation anchorage in transport policy should be strengthened**: the Commission's proposal for Horizon 2020 highlights smart, green and integrated transport as one of the six major societal challenges where European research and innovation can make a real difference;

- the **efforts of individual sectors and actors should be better aligned**. The particularities of innovation in the transport sector suggest that joint or coordinated efforts across sectors and actors may be more effective in specific fields;

- it is important to **overcome technology lock-in and institutional 'silo' thinking**. Existing structures and stakeholder alliances hamper full realisation of the potential offered by transport innovation that draws on other modes and sectors;

- overcome extensive **asset requirements, major investment needs, and high barriers faced by new market entrants which** prevent the transport sector from bringing the necessary transformative solutions to the market.

2. Research and innovation areas: the Communication acts as a starting point for strengthening innovation. The Commission proposes three comprehensive research and innovation areas where concrete and deployable results must be achieved in the next twenty years.

- **Means of transport:** a paradigm shift towards alternative propulsion systems, alternative fuels and smart communication technologies should result in the development of clean, smart, safe and quiet rail and road vehicles, aircraft and vessels, together with a more effective interface with the infrastructure. This includes developments in components, materials, and enabling technologies. Besides better serving the needs of the European user, the global competitive edge of the European transport manufacturing industry should be enhanced.

- **Infrastructure:** progress is needed on smart, green, low-maintenance and climate-resilient infrastructure, including for the provision of alternative fuels, modal traffic management and information systems which can support user services, demand management, and other solutions related to optimised infrastructure usage. Capacity building on local, regional and national level is needed for both public authorities responsible for the provision of services and transport operators.

- **Transport services and operations**: major advances are needed with regard to seamless and efficient services for passenger and freight transport to allow stronger integration of all transport modes, in particular in urban and inter-urban areas and in terms of well-designed nodes and efficient transhipment equipment. Progress is also needed on integrated multimodal information, traffic and demand management at European level, seamless logistics and innovative urban mobility solutions, including high-quality public transport.

3. Fields for road-mapping: with the three innovation areas, the Communication presents their **ten identified fields** and how they relate to the White Paper's goals and targets. The Commission sees these ten fields as offering significant potential for contributing to the White Paper's objectives by 2030, though in certain fields up to 2050, and they take into account the specificities of the individual modes and multimodal issues. The **fields represent a starting point for organising a road-mapping exercise**, to be launched in September 2012 with the aim of focusing European R&D activities and funding on deployable technologies that contribute effectively to policy objectives. The exercise will also aim at identifying existing gaps and addressing weaknesses along the innovation chain. Its end-result will be one or several roadmaps for each field, identifying funding, instruments and actors and foreseeing monitoring and governance mechanisms able to take on board evolving contexts. The fields are:

- clean, efficient, safe, quiet and smart road vehicles;

- clean, efficient, safe, quiet and smart aircraft;

- clean, efficient, safe, quiet and smart vessels;

- clean, efficient, safe, quiet and smart rail vehicles;

- smart, green, low-maintenance and climate-resilient infrastructure;

- Europe-wide alternative fuel distribution infrastructures;

- efficient modal traffic management systems (including capacity and demand management);

- integrated cross-modal information and management services;

- seamless logistics;

- integrated and innovative urban mobility and transport.

Wherever possible, roadmaps prepared by stakeholders will be the starting point.

4. Funding: compared to the private sector and Member States, the EU's current investment in transport research and innovation is modest in monetary terms but its leverage is high. It provided about **EUR 600 million per year in the 7th Framework Programme (FP7).** So far, in FP7, the Marie Curie Actions have awarded EUR 43.5 million to transport-related research, providing attractive career development opportunities to researchers.

Several proposed Commission funding resources will be used to support a new transport system in Europe. The strategic transport-technology plan will support the implementation of the funding programmes proposed by the Commission for the next multiannual financial framework, subject to adoption by the legislative authority. This includes Horizon 2020, the Connecting Europe Facility, the ERDF and Cohesion Fund, and the proposal on a Programme for the Competitiveness of Enterprises and SMEs (COSME). The **European Investment Bank** will be invited to intensify the provision of preferential loans via the Risk Sharing Finance Facility (RSFF), expand its lending to the transport sector under its new lending policy and provide increased technical assistance to public and private stakeholders. Public financial support will need to be provided in full consistency with the applicable EU state aid rules.

With a view to progressing the work, the Commission invites the Council and Parliament to:

- confirm the objective of better aligning transport research and innovation with European transport policy goals, taking into account the current economic and political reality and the long-term sustainability objectives;

- agree to focus efforts on delivering pioneering and sustainable transport solutions at a European, national and local level through innovative technologies, new service approaches and entrepreneurship;

- consider how to find the appropriate balance between the various instruments necessary for market uptake and deployment;

- endorse the approach comprising preparation of a European strategic transport technology plan, and the options for further actions, as outlined in the communication.

Promoting a European transport-technology strategy for Europe's future sustainable mobility

2012/2298(INI) - 07/08/2013 - Committee report tabled for plenary, single reading

The Committee on Transport and Tourism adopted the own-initiative report by Michael CRAMER (Greens/EFA, DE) on promoting a European transport-technology strategy for Europe's future sustainable mobility in response to the Commission's communication entitled 'Research and innovation for Europe's future mobility – Developing a European transport-technology strategy'.

Members consider that innovation is essential in order to create a smarter, safer and more intelligent transport system for the public, meet the environmental challenges facing the transport sector and achieve a low-carbon economy.

General principles: the report emphasises that a European transport-technology strategy for Europe's future sustainable mobility should first and foremost promote quality of service the convenience of passengers and businesses, and sustainable mobility. It calls for a more **efficient, coherent and targeted use of R&I** in the setting and implementation of transport policy and invites the Commission and the Council to recognise the importance of the Horizon 2020 initiative and to finance it adequately.

Members stress that Union policies should be **technologically neutral** with regard to alternative technologies for transport and that harmonisation efforts must not be an obstacle to the development of innovative or alternative solutions in the field of transport, the diversity of the energy mix and deployment of smart communication technologies. They state that more efficiency is needed in the innovation chain, and more investments are needed in measures such as economic incentives to overcome barriers to deployment and market uptake ('**full-cycle commitments**').

The report calls for stronger support for the R&I activities of **small and medium-sized enterprises** (SMEs), notably through easier access to EU funds and the reduction of administrative burdens, and highlights the importance of creating and maintaining employment and sustainable growth through R&I. It also stresses the need for greater simplification of the administrative procedures for research and innovation funding at European, national, regional, local and cross border levels, in order to establish a **clear and transparent legal framework**.

Proposed measures: Members believe that R&I in the area of sustainable mobility should:

- be based on the **principle of integration**, in particular through the abolition oftrans-border missing links (interconnections), increased compatibility between and within the systems (interoperability) as well as through the objectives of achieving a shift towards the combination of the most appropriate and sustainable transport mode for a given route (inter- and co-modality);
- be based on an **integrative model in which interregional connections and cross-border missing links are accorded the highest importance,** including in geographically fragmented regions;
- focus on the development of **sustainable infrastructure** elements.

The report stresses the need for stronger research efforts in to the fields of eco-social knowledge and urban and spatial planning, and in technologies in the fields of mobility demand and **behavioural change** aimed at better control of transport flows in order to improve safety for all road users, in particular the most vulnerable ones, such as children, elderly people, pedestrians, cyclists and people with disabilities or reduced mobility.

The report underlines the need for research on fair intra- and intermodal competition in the transport sector and confirms that efforts to **achieve cleaner power for transport and mobility technologies** should be linked to more efficient concepts and to better vehicle design. It emphasises that **innovative solutions to reduce noise** from all transport modes, in particular at the source, are urgently needed.

The Member States and the Commission are called upon to invest in **intelligent transport system (ITS)** research and see to it that it is carried out, thereby helping to reduce traffic congestion, increase European transport eco-efficiency and improve safety standards.

Members reiterate the need to improve and promote multimodal transport through **integrated and electronic information and ticketing schemes**, based on open-data solutions. R&I in this field should particularly be geared to freedom from barriers, interoperability, affordability, price transparency, user-friendliness and efficiency. They stress the need to develop innovative long-lasting infrastructure solutions – including **greater development of information, payment and reservation systems** – that particularly take into account barrier-free accessibility for all passengers, and specifically for disabled people and persons with reduced mobility (PRMs).

Promoting a European transport-technology strategy for Europe's future sustainable mobility

2012/2298(INI) - 10/09/2013 - Text adopted by Parliament, single reading

The European Parliament adopted by 607 votes to 57, with 6 abstentions, a resolution on promoting a European transport-technology strategy for Europe's future sustainable mobility in response to the Commission's communication on the same subject.

Members consider that **innovation is essential** in order to create a smarter, safer and more intelligent transport system for the public, meet the environmental challenges facing the transport sector and achieve a low-carbon economy.

General principles: Parliament emphasises that a European transport-technology strategy for Europe's future sustainable mobility should first and foremost promote quality of service the convenience of passengers and businesses, and sustainable mobility. It calls for a more **efficient, coherent and targeted use of R&I** in the setting and implementation of transport policy and invites the Commission and the Council to recognise the importance of the Horizon 2020 initiative and to finance it adequately.

Members stress that Union policies should be **technologically neutral** with regard to alternative technologies for transport and that harmonisation efforts must not be an obstacle to the development of innovative or alternative solutions in the field of transport, the diversity of the energy mix and deployment of smart communication technologies.

The resolution calls for:

more efficiency in the innovation chain, and more investments are needed in measures such as **economic incentives** to overcome barriers to deployment and market uptake ('full-cycle commitments');

stronger support for the R&I activities of **small and medium-sized enterprises** (SMEs), notably through easier access to EU funds and the reduction of administrative burdens;

greater simplification of the administrative procedures for research and innovation funding at European, national, regional, local and cross border levels, in order to establish a **clear and transparent legal framework**.

Proposed measures: Parliament considers that R&I in the area of sustainable mobility should:

- be based on the **principle of integration**, in particular through the abolition oftrans-border missing links (interconnections), increased compatibility between and within the systems (interoperability) as well as through the objectives of achieving a shift towards the combination of the most appropriate and sustainable transport mode for a given route (inter- and co-modality);
- be based on an **integrative model in which interregional connections and cross-border missing links are accorded the highest importance,** including in geographically fragmented regions;
- focus on the development of **sustainable infrastructure** elements.

Members call for:

- the need for stronger research efforts in to the fields of eco-social knowledge and urban and spatial planning, and in technologies in the fields of mobility demand and **behavioural change** aimed at better control of transport flows in order to improve safety for all road users, in particular the most vulnerable ones, such as children, elderly people, pedestrians, cyclists and people with disabilities or reduced mobility;

- the need for research on fair intra- and intermodal competition in the transport sector and confirms that efforts to **achieve cleaner power for transport and mobility technologies** should be linked to more efficient concepts and to better vehicle design;
- the need for **innovative solutions to reduce noise** from all transport modes;
- the need to improve and promote multimodal transport through **integrated and electronic information and ticketing schemes;**
- the need to develop innovative long-lasting infrastructure solutions – including **greater development of information, payment and reservation systems** – that particularly take into account barrier-free accessibility for all passengers, and specifically for disabled people and persons with reduced mobility (PRMs).

The Member States and the Commission are called upon to invest in **intelligent transport system** (**ITS**) research and see to it that it is carried out, thereby helping to reduce traffic congestion, increase European transport eco-efficiency and improve safety standards.