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on Keep Europe moving - Sustainable mobility for our continent
(2006/2227(INI))
Committee on Transport and Tourism

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MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

on Keep Europe moving - Sustainable mobility for our continent (2006/2227(INI))

The European Parliament,

- having regard to the Communication from the Commission to the Council and the European Parliament "Keep Europe moving - Sustainable mobility for our continent - Mid-term review of the European Commission's 2001 Transport White Paper" (COM(2006)0314),
 - having regard to the synthesis of the Finnish presidency on the Mid-term review of the European Commission's 2001 Transport White Paper, which reflects the discussion at the Transport Council of 12 October 2006 (Council number 13847/06 TRANS 257),
 - having regard to Rule 45 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A6-0000/2006),
- A. whereas the Communication from the Commission "*Keep Europe moving - Sustainable mobility for our continent - Mid-term review of the European Commission's 2001 Transport White Paper*" is published, the European Parliament welcomes that it is based on an up-to-date approach and follows the Lisbon targets within the framework of the European sustainable development following an extensive consultation with the involvement of stakeholders,
- B. whereas the European Parliament is not satisfied with the progress of the European transport policy, especially with the implementation and financing, although it acknowledges the achievements up to now in the different fields and emphasises the importance of continuous efforts, like:
- cohesion between the citizens and the regions through transport policy tools,
 - measures to reduce the negative environmental effects of the transport sector,
 - continuous review and further development of safety in all modes of transport, aviation, maritime, inland navigation, railway and road,
 - efforts to increase quality of service and to ensure basic passengers' rights including for persons with reduced mobility in all modes of transport,
 - effective implementation of working condition,
- C. whereas the European Parliament emphasises that the following new challenges have to be solved by the European transport policy:
- the transport demand grows faster than anticipated, and has grown more strongly than GDP,
 - the competitiveness of the European economy needs more than ever an efficient, well-functioning sustainable transport system, where transport should be seen as part of the European growth and competitiveness,

- new challenges appeared due to the latest enlargement,
- the potential of innovation and new technologies increased significantly,
- new tasks appeared also due to the globalisation,

D. whereas the aims of the European transport policy should be expressed more explicitly, unambiguously and goal-focused,

1. Stresses the importance of a strengthened cooperation at European, national, regional and local level, which should include the effective implementation of common rules and more efficient ways of enforcement; also stresses the need of pragmatic and cooperative interconnection of transport and other policy areas such as energy, environment and innovation;
2. Fully agrees that the Community legislation - in line with the principle of Better Regulation - should focus on fields where legislation is necessary and policy measures should be taken at EU-level only where it would bring clear added value, but at the same time calls on the Commission to ensure the implementation and enforcement of the existing European transport legislation;
3. As Community funds for financing trans European transport projects remain limited, emphasises the financing of the cross border sections, but whereas the priority investments' progress is slower than expected, emphasises that the key TEN-T priority projects need to be selected by their financial feasibility and by the financial willingness of the concerned Member States and their regions; considers that these projects should provide proven 'pan-European added value' to avoid creating a patchwork of national networks;
4. As there is a significant risk to European economic growth from continued financial inaction as regards the infrastructure, calls on the Commission to make proposals about the possible extension of new alternative and innovative ways of financing, including finding sources for transport investments, fair charging and extra resources for transport and the related researches too, during the review of the European 7-years budget in 2008; welcomes the establishment of the Guarantee Fund but expects more initiatives like this especially when the PPPs might be able to play a role in financing and emphasises to enhance the role of the EIB;
5. Points out that the geographical extension of the Union caused a significant increase in diversity, because of which, before legislating, in-depth impact analyses should show the possible effect on each Member States, especially on the newcomers; calls on the Institutions and the Member State to do their best in order to exploit fully the transport envelope of the Cohesion Fund and urges to support transport related environmental investments from the environmental envelope of the Cohesion Fund; considers that a qualitative progress could be made with the help of co-modality and intelligent transport, where there is a lack of capacity and infrastructure;
6. Agrees to follow a more realistic way than before, to use the limited capacities more optimised and stresses the importance of the efficient use of transport modes operating on their own or in multimodal integration to reach an optimal and sustainable utilisation of resources (co-modality); points out that shifts to more environmentally friendly modes,

such as rail, maritime transport, inland navigation must be achieved where appropriate. Considers that a co-modal network - where each transport mode manages to be more environmentally friendly, safer and more energy efficient - gets the best out of each mode and also using them together to benefit of the entire system;

7. As the conventional measures are reaching their limits, emphasises the potential of intelligent transport systems and technological innovations to enhance traffic efficiency, reduce congestion, and improve safety and environmental performance; 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 to the Community and to the industry - is to support the market for the new innovative solutions, and to create an appropriate legal and technical environment, including facilitated applications of the new technologies through public procurements;
8. Notes that new tasks appear also due to the globalisation of logistics, which is a key element for the competitiveness of the European economy. Emphasises that European transport policy should integrate logistics; supports the development of a framework strategy for freight transport; encourages multimodal logistics solutions, infrastructure connections and advanced informatics;
9. Supports the co-operation and EU-agreements with Third Countries in the field of transport, energy and environment and expresses its wish to be substantially involved in these negotiations and agreements;
10. Welcomes the plans of the Work book for the forthcoming years and underlines the importance of the integrated maritime transport strategy, the further development of the aviation area and the energy efficiency road plan. Supports to continue the Marco Polo Programme, and to speed up the Galileo Programme; also supports the progress of the NAIADES, SESAR and the ERTMS projects, and the Green Paper on urban transport;
11. Instructs its President to forward this resolution to the Council and Commission.

EXPLANATORY STATEMENT

Background

Five years after the White Paper of 2001: "European transport policy for 2010: time to decide", this mid-term review provides a great opportunity to summarize and also to designate new ways and cornerstones.

While acknowledging the achievements of the European transport legislation, your Rapporteur thinks that a more dynamic legislation is necessary to reach the essential objectives of the White Paper. That is why the work plan for the forthcoming years is welcomed with its new and traceable objectives (Work book).

Your Rapporteur's opinion is that the weakness of the transport policy is the application and realization, which is in some cases in a significant delay. The mid-term review of the White Paper is not facing strongly enough this problem and therefore does not have an explicit proposal or solution for it. This is a serious deficiency of the mid-term review.

The main objectives laid down in 2001 remain still valid, although lots of them have been slightly modified due to changed circumstances or because they have not brought enough achievement.

The mid-term review correctly points out that transport as a service plays a key role in the economy and society and that it is inseparable from them. These objectives put the Union's transport policy at the heart of the Lisbon Agenda, and give a broad direction - better regulation, sustainable development, flexible and pragmatic approach - to meet transport needs.

The changed circumstances since 2001 have to be taken into account. Among these the international context, the globalisation, the latest and the forthcoming enlargement, the overall development of the internal market and the competitiveness of the European economy make a broader and more flexible approach necessary.

Your Rapporteur believes that if European transport policy is not being renewed and re-adjusted in order to fit to these new challenges, the growing congestion, the environmental pressure and the social sustainability problems will be serious barriers of Europe's economic growth and prosperity.

In this initiative report your Rapporteur would like to highlight the most important issues of the different policy areas, which have to be put more in focus by the Community. We ask the Council and the Commission to give more explicit solutions to these questions and consider them as the cornerstones of the new challenges of the European transport policy.

Main points of the report

1. The insufficient application and the incomplete execution of the transport legislation is one of the main barriers of a successful European transport policy. This should be changed and could be solved only if cooperation between the different levels will be strengthened.

Furthermore a pragmatic and cooperative interconnection of transport and other policy areas such as energy, environment and innovation is necessary, and should be part of the legislation. This interconnection should be launched within the Commission.

2. Your Rapporteur fully agrees with the aim of Better Regulation, that European legislation should focus on fields where it is necessary and policy measures should be taken at EU-level only where it would bring clear added value. We encourage the Commission to step more strongly in order to implement and enforce the existing common European transport policy.

3-4. As regards the financing, Europe needs more creative and courageous solutions, which offer different solutions to the different transport modes. There is a general lack of infrastructure finance and political support to implement key European projects. Transport demand is growing faster, than anticipated before. There is a real risk to European economy from continuous inaction. Europe needs transport corridors with coordinated pricing, interoperability and operational rules, of which investments cannot be deferred.

Therefore your Rapporteur considers indispensable for the European Institutions to find a solution during the revision of the FINP in 2008 at the latest. The preparation of this task must start as soon as possible, first of all with working out new alternative and innovative ways of financing.

The achievement of the Eurovignette directive has to be acknowledged, suggesting that the return of the charging should be spent for transport. The European Parliament is waiting for the outcome of the Commission's analysis on internalisation of external costs.

5. Your Rapporteur believes that the opportunities and tasks for the transport policy arising from the reunification of Europe in 2004 and 2007 should be taken into account.

The latest enlargement of the Union brought a significant increase in diversity. Community legislation and individual policy measures need to follow the different needs of the Member States and need to be based on in-depth analyses showing the possible effect on each Member State and beyond that separately on the new Member States, if necessary. A qualitative progress and where it is possible a leap should be made with the help of co-modality and intelligent transport. Co-modality can lead to an optimised use and proportional development of all modes of transport. Community co-financing is inevitable in these cases.

It is extremely important that the Institutions and the Member States do their best in order to exploit fully the transport envelope of the Cohesion Fund and also to support transport related environmental investments from the environmental envelope of the Cohesion Fund.

It would be also important for the new Member States' state-owned enterprises to analyse those financial contributions, which are not considered as state aid.

6. The future transport policy will have to optimise each mode's own potential to meet the objectives of clean and efficient transport systems.

Your Rapporteur would like to emphasise the achievements of the modal shift with the help of

the Marco Polo Programme, and with other former legislation. Nevertheless modal shift is not the only one solution, and we should not expect more than it could provide. Your Rapporteur supports more flexible and competitive solutions, where each transport mode plays its best part in the complex whole transport, and where each mode can be used together to benefit of the entire system.

7. Your Rapporteur emphasises and supports the importance of the intelligent transport systems. The potential for technology must be enhanced in order to make transport safer and more environmental friendly. Without raising too high expectations, it is important to integrate ITS into the European transport policy.

The most important question in this area is how to create an appropriate market for these new, innovative solutions. The Community has to work closely with the industry to solve this question. Your Rapporteur welcomes the Green Book on the Galileo application but further progress is needed in order that ITS becomes part of our daily transport management, in particular logistics and safety management (SESAR, ERTMS, RIS, eCall).

8-9. Your Rapporteur agrees that Europe needs to integrate the logistics thinking in each transport policy. Although logistics itself is primary a business related activity, the Community has to create appropriate framework conditions.

The global dimension of the transport sector needs to be more integrated into the Community's overall transport policy and also broader relationship with third countries and organisations need to be developed. Galileo has a global scope now and both aviation and maritime transport has successful examples, which are inseparable from the global conditions (IMO and ILO agreements, the emission application rules, EU-US aviation agreement).

10. The Work book of the main actions for the forthcoming years is welcomed. It would be desired to keep this timing but we point out some topics in the report. Besides considering subsidiarity, there is a growing demand to provide best-practice models on urban transport. We support this demand. Your Rapporteur would like to call the attention that the mid-term review is not dealing with some means of transport, like bus, motorcycle and bicycle, which should be complemented.