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*Committee on Transport and Tourism*

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# **DRAFT REPORT**

on promoting a European transport technology strategy for Europe's future  
sustainable mobility  
(2012/2298(INI))

Committee on Transport and Tourism

Rapporteur: Michael Cramer

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## MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

### on promoting a European transport technology strategy for Europe's future sustainable mobility

(2012/2298(INI))

*The European Parliament,*

- having regard to the Commission communication entitled ‘Research and innovation for Europe’s future mobility – Developing a European transport-technology strategy’ (COM(2012)0501),
  - having regard to the Commission communication entitled ‘Horizon 2020 – The Framework Programme for Research and Innovation’ (COM(2011)0808),
  - having regard to the 2011 Commission White Paper entitled ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’ (COM(2011)0144),
  - having regard to the Commission communication entitled ‘Europe 2020– A strategy for smart, sustainable and inclusive growth’ (COM(2010)2020),
  - having regard to Rule 48 of its Rules of Procedure,
  - having regard to the report of the Committee on Transport and Tourism and the opinion of the Committee on Regional Development (A7-0000/2013),
- A. whereas the Commission has identified the shortcomings of Europe’s transport innovation system;
- B. whereas innovation is essential in order to meet the environmental challenges facing the transport sector and to achieve a low-carbon economy;
- C. whereas the Europe 2020 strategy’s climate change and energy targets are closely linked to transport innovation: 20 % fewer greenhouse gas emissions than in 1990, 20 % of energy from renewables and a 20 % increase in energy efficiency, as well as the target of 50 % fewer deaths in road accidents than in 2001;
- D. whereas the initiatives set out in the White Paper on transport are welcomed, particularly those mentioned in section 3.2 (entitled ‘Innovating for the future – technology and behaviour’), along with initiatives 7 (‘Multimodal transport of goods: e-freight’) and 22 (‘Seamless door-to-door mobility’);

#### **General principles**

1. Emphasises that a European transport-technology strategy for Europe’s future sustainable mobility should be based on the Union’s targets and legislation regarding the reduction of energy consumption, traffic noise, air pollutants and greenhouse gas emissions up to 2020, 2030 and 2050, as well as improving health and quality of life, increasing the quality of services and enhancing safety and security;

2. Confirms the Commission's objective of better aligning transport research and innovation (R&I) with European transport policy goals and roadmaps for each field, but believes that the approach proposed in the Commission's communication needs to be adjusted according to the priorities defined hereinafter;
3. Believes that more efficient, coherent and targeted use of R&I in transport policy is key in order to respond to new realities, breaking away from conventional thinking and focusing on pioneering ideas;
4. Stresses that Union policies should be neutral with regard to alternative technologies ('technology neutrality'), with priorities and funding being decided on the basis of results over the entire life-cycle of specific fields;
5. Emphasises that in order to help businesses and public bodies absorb new solutions and innovative technologies, there needs to be more efficiency in the innovation chain and more investment in measures such as economic incentives in order to overcome barriers to deployment and market uptake ('full-cycle commitments');
6. 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;

#### **General measures**

7. Believes that R&I in the area of sustainable mobility should be based on the principle of integration, in particular through the abolition trans-border missing links (interconnections), increased compatibility between and within the systems (interoperability) and a shift to more sustainable modes, such as rail and sustainable waterborne transport (intermodality);
8. Emphasises the need for stronger research efforts in relation to eco-social knowledge, urban and spatial planning, and technologies in the field of mobility demand and behavioural change aimed at the reduction and avoidance of transport flows, through, inter alia, innovative mobility management instruments, seamless door-to-door mobility chains, eco-driving and the use of information and communication technologies;
9. Underlines the need for research on fair competition in the transport sector, including technological tools for improving the enforcement of, and controls on, social conditions and minimum working conditions and wages;
10. Is convinced that innovative technologies connected with the interaction between hard and soft infrastructure and vehicles play a significant role in reducing accidents, noise, energy consumption, gas emissions and climate impact;
11. Confirms that efforts to achieve cleaner power for transport and mobility technologies should be linked to more efficient concepts involving less volume and weight, as well as better vehicle design; underlines the potential of innovative energy savings through better use of wind, waves, sun, gravitation and regenerative forces;

## Specific measures

12. Strongly supports R&I in the area of individual mobility, for example walking, cycling and other mobility tools whose average weight and volume is significantly less than that of the transported body/object;
13. Underlines the need for the EU institutions to set examples of good practice within their own mobility management services, such as the further development of Parliament's mobility point for its Members, staff and visitors;
14. Calls for more R&I in relation to the shift from ownership to sharing mobility models, including car- and bike-sharing; encourages the Commission to intensify its promotion of more collectivised individual mobility and more individualised public and collective transport systems;
15. Highlights the potential for improving collective and intermodal transport systems through integrated information and ticketing schemes in order to guarantee efficiency, interoperability, affordability and user-friendly access for all citizens;
16. Stresses that the need to develop innovative infrastructure and solutions – including greater development of information, payment and reservation systems – that lead to win-win situations in terms of barrier-free accessibility for disabled people and persons with reduced mobility (PRMs), such as users with wheelchairs, buggies, bicycles or heavy luggage;
17. Puts the focus on health and quality of life, in terms of a fair share of space for all, noise reduction and cleaner air, when it comes to developing innovation for transport and mobility in urban and residential areas;
18. Reminds the Commission of the urgent need to improve safety for all road users, in particular the most vulnerable ones, such as children, elderly people, pedestrians and cyclists; endorses R&I projects that combine technological solutions with behavioural approaches;
19. Calls on the Commission to focus its research efforts on further reducing the climate impact of different aviation emissions (such as CO<sub>2</sub>, NO<sub>x</sub>, sulphur, vapour contrails) in the higher atmosphere while, inter alia, developing observation technologies and cooperation between meteorological services and air traffic management and control systems (ATM/ATC);
20. Calls on the Commission to take into account the priorities set out in this report when preparing the European strategic transport-technology plan and options for further action;
21. Instructs its President to forward this resolution to the Council and the Commission.

## EXPLANATORY STATEMENT

This report sets out to address the recent Commission Communication on “Research and innovation for Europe’s future mobility - Developing a European transport-technology strategy”.

The Rapporteur is particularly concerned with achieving the Union’s targets in terms of the reduction of energy consumption, traffic noise, air pollutants, GHG emissions, accidents and land use, thereby reducing the impact of transport on climate change and contributing to improving the health of EU citizens and their quality of life.

He recognises that there are currently still many challenges that lie ahead in terms of better aligning research and innovation (R&I) to transport policy. He stresses the need to respect general principles such as technology neutrality, complementarity, accountability and transparency. He is particularly concerned that duplication of research efforts at national and EU level might hamper the progress urgently needed and calls for an efficient and coherent use of R&I resources.

The Rapporteur also believes that Small and Medium-sized Enterprises (SMEs) deserve particular attention and that stronger opportunities in research should be given to them, especially through streamlined procedures and the reduction of administrative burdens when applying for EU funding schemes. Indeed, businesses need help to absorb new solutions and innovative technologies, through more efficiency and more investment.

Furthermore, it is also a concern for the Rapporteur that the EU may lose its lead in terms of research and technology to other international players. He calls on Member States to increase their efforts in terms of coordination and investment in order to better exploit the results of transport research, encouraging market uptake and deployment. He also calls on the EU Institutions to develop more pilot projects within their own mobility management services.

The Rapporteur is convinced that it is pressing to make Europe’s transport-technology strategy as efficient as possible in order to realise economic, environmental and societal gains, driving sustainable growth and job creation. The Union’s competitiveness could also be boosted through research projects which take into account “full cycle commitments”.

Finally, the Rapporteur strongly supports R&I aiming at reducing transport needs through better spatial planning, communication strategies as well as new behavioural approaches. The potential of integrated information and ticketing schemes should be further investigated, allowing the technologies to be deployed throughout Europe. And R&I supporting easy, sustainable and safe mobility of the most vulnerable citizens should be given priority in the transport-technology strategy.