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Committee on the Environment, Public Health and Food Safety

2017/2067(INI)

2.2.2018

OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Transport and Tourism

on the European strategy on cooperative intelligent transport systems
(2017/2067(INI))

Rapporteur: Christel Schaldemose

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SUGGESTIONS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

1. Recalls the European Strategy for Low-Emission Mobility adopted in July 2016, which highlights the potential of cooperative, connected and automated vehicles in the creation of a mobility ecosystem and thus in the reduction of energy consumption and emissions from road transport, which still account for the bulk of transport emissions;

2. Calls on the Commission to recognise the growing significance of life-cycle emissions, including in the energy supply, manufacturing and end-of-life phases, by putting forward holistic proposals that guide manufacturers towards optimal solutions, in order to ensure that upstream and downstream emissions do not erode the benefits related to the improved operational use of connected and automated vehicles;

3. Welcomes the European Strategy on Cooperative Intelligent Transport Systems (C-ITS) as a common framework of action; strongly supports the development of an appropriate EU legal framework for the deployment of C-ITS, including for EU territories not connected to mainland Europe, and for facilitating investment in the requisite infrastructure; calls on the Commission to examine the possibilities of the ITS Directive (2010/40/EU) in this regard;

4. Calls on the Commission to include urban air and waterborne transport in the C-ITS Strategy, focusing on multimodality and the integration of different modes of transport, which can render transport more efficient and sustainable;

5. Stresses the need to prioritise public support for C-ITS in terms of its potential to enhance collective modes of transport and ride-sharing; urges the Commission and the Member States, in this regard, to cooperate closely with the local and regional authorities that provide public transport services to examine the possibilities of C-ITS for public and intermodal transport in order to achieve a high level of integration of private and public transport with a view to a more sustainable mobility;

6. Strongly believes that the deployment of C-ITS should focus on the user and that citizens should be able to connect to these systems with their private car;

7. Welcomes the potential of C-ITS to improve enforcement of road safety and traffic rules; welcomes also the benefits of C-ITS communication, which include making driving safer by quickly and accurately informing drivers of the state of traffic, dangerous areas and other problems occurring around them, and the fact that transport management and information centres can receive accurate and comprehensive information about the current traffic situation directly from vehicles, making it possible for them to quickly and effectively manage and influence the stream of traffic and increase safety;

8. Points out that the creation of C-ITS based on communication (data exchange) not only between individual vehicles but also between vehicles and infrastructure is another significant challenge in the field of car electronics and ITS; stresses that C-ITS make it

possible for vehicles to communicate directly with each other, and for vehicles and ITS units to send information to the transport infrastructure, which then passes this information on to transport management and information centres, thereby helping to lower the impact of traffic on the environment;

9. Calls on the Commission and the Member States to make full use of the potential of C-ITS for taking preventive action against smog and high ozone concentration levels and reducing noise levels and particle, NOx and CO2 emissions;

10. Recalls that end-user acceptance of alternative fuels strongly depends on the availability of fuelling or charging infrastructure, and highlights that making information on such infrastructure (for example. unoccupied recharging points nearby) accessible could boost demand; urges the Commission to give enabling these services higher priority;

11. Notes the high potential of C-ITS to improve fuel efficiency, lowering the cost of individual transport and reducing the negative impact of traffic on the environment;

12. Reiterates the key role of connected and automated vehicles, C-ITS and new technologies in meeting climate targets, and the need to ensure that their development and deployment will fully comply with and support the aim of decarbonising the transport system; welcomes the use of C-ITS as a means to improve traffic efficiency, lower fuel consumption and the impact of road transport on the environment (for example, in terms of CO2 emissions) and optimise the use of urban infrastructure;

13. Stresses the potential of innovative technologies such as automated driving and ‘platooning’ (grouping diverse vehicles) in road freight transport, which enable better use of slipstream, thereby reducing fuel consumption and emissions; calls for further support for research and development in that area, notably in relation to the requisite digital infrastructure;

14. Highlights the importance of interoperability and considers that the Commission should facilitate interoperable systems in a technology-neutral way;

15. Stresses the importance of sensor systems in providing data on vehicle dynamics, congestion and air quality, for example; calls for more and properly coordinated investment in the Member States to ensure the full interoperability of the sensors used and in their possible usage for applications other than safety, for example remote emission sensing;

16. Calls for the Commission to come forward with proposals to ensure that information on pollutant emissions available through sensors installed in vehicles is collected and made available to competent authorities;

17. Underlines the potential of C-ITS to advance the integration of autonomous vehicles, with the aim of overcoming the ‘last mile’ problem, i.e. the distance from the transportation hub to the final destination;

18. Highlights that C-ITS may improve road safety significantly by reducing human error, which is still the leading cause of transport accidents;

19. Calls on the Commission to facilitate access to traffic-related data for public and private actors, such as digital map and navigation service providers, since these services are key to enabling intermodal transport, more efficient routing and automated driving; underlines, however, that end-user trust in the protection of personal data and privacy is crucial to gaining acceptance of the sharing of individual data; supports, therefore, the Commission's 'data protection by design and by default' approach, as outlined in the C-ITS Strategy;

20. Underlines that cooperation at local and regional level on the development and implementation of interoperable and, where necessary, harmonised C-ITS across the EU, including EU territories not connected to mainland Europe, is crucial;

21. Stresses that the establishment of cross-border C-ITS is one of the EU's goals, and that action taken with that goal in mind lays the foundations for Europe-wide use of C-ITS; considers that cooperative system technologies have been developed as part of European scientific and research projects, and have been launched for pilot testing across Europe; highlights that the majority of the necessary and suitable technology for cooperative systems has already been standardised by the European Committee for Standardisation (CEN), the European Telecommunications Standards Institute (ETSI) and the International Organisation for Standardisation (ISO);

22. Calls on the Commission to take into account the feedback and results of the pilot projects in the context of the Connecting Europe Facility;

23. Points out that the systematic construction of an intelligent transport system that creates the conditions for the safe, smooth, economical and environmentally friendly movement of persons and goods is an important challenge for today's society; considers that one possible way of meeting the challenge would be to create stable, long-term partnerships between the relevant European and national bodies and research institutions, which would bring the development of technologies and transport systems to a point where their daily use could help to achieve the long-term goals of EU policies;

24. Notes that substantial funding for cooperative, connected and automated vehicles has already been made available at EU level; calls on the Commission and the Member States to ensure the provision of the necessary funding for the deployment of C-ITS in the long term, while ensuring the compatibility and interoperability of the various systems at international level;

25. Stresses that in order to fulfil international climate commitments and meet internal EU targets, a comprehensive move towards a low-carbon economy is required; highlights the need, therefore, for the renewal of the allocation criteria of different EU funds so as to foster decarbonisation and energy-efficiency measures, including in C-ITS; considers that EU funding should not under any circumstances be allocated to projects that are not compliant with CO2 reduction targets and policies;

26. Calls on the Commission to give due attention to data protection, liability rules and counterterrorism in the development of C-ITS.

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	24.1.2018
Result of final vote	+: 50 –: 1 0: 1
Members present for the final vote	Marco Affronte, Pilar Ayuso, Ivo Belet, Simona Bonafè, Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Birgit Collin-Langen, Seb Dance, Mark Demesmaeker, Stefan Eck, José Inácio Faria, Francesc Gambús, Elisabetta Gardini, Gerben-Jan Gerbrandy, Arne Gericke, Julie Girling, Françoise Grossetête, Andrzej Grzyb, Jytte Guteland, Anneli Jäätteenmäki, Karin Kadenbach, Urszula Krupa, Giovanni La Via, Jo Leinen, Peter Liese, Susanne Melior, Gilles Pargneaux, Piernicola Pedicini, Bolesław G. Piecha, John Procter, Julia Reid, Frédérique Ries, Daciana Octavia Sârbu, Annie Schreijer-Pierik, Renate Sommer, Claudiu Ciprian Tănăsescu, Ivica Tolić, Adina-Ioana Vălean, Jadwiga Wiśniewska, Damiano Zoffoli
Substitutes present for the final vote	Elena Gentile, Martin Häusling, Norbert Lins, Nuno Melo, Ulrike Müller, Christel Schaldemose, Bart Staes, Keith Taylor, Carlos Zorrinho
Substitutes under Rule 200(2) present for the final vote	Jiří Maštálka

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

50	+
ALDE	Gerben-Jan Gerbrandy, Anneli Jäätteenmäki, Ulrike Müller, Frédérique Ries
ECR	Mark Demesmaeker, Arne Gericke, Julie Girling, Urszula Krupa, Bolesław G. Piecha, John Procter, Jadwiga Wiśniewska
EFDD	Piernicola Pedicini
GUE/NGL	Stefan Eck, Jiří Maštálka
EPP	Pilar Ayuso, Ivo Belet, Birgit Collin-Langen, José Inácio Faria, Francesc Gambús, Elisabetta Gardini, Françoise Grossetête, Andrzej Grzyb, Giovanni La Via, Peter Liese, Norbert Lins, Nuno Melo, Annie Schreijer-Pierik, Ivica Tolić, Adina-Ioana Vălean
S&D	Simona Bonafè, Biljana Borzan, Paul Brannen, Soledad Cabezón Ruiz, Nessa Childers, Seb Dance, Elena Gentile, Jytte Guteland, Karin Kadenbach, Jo Leinen, Susanne Melior, Gilles Pargneaux, Christel Schaldemose, Daciana Octavia Sârbu, Claudiu Ciprian Tănăsescu, Damiano Zoffoli, Carlos Zorrinho
Verts/ALE	Marco Affronte, Martin Häusling, Bart Staes, Keith Taylor

1	-
EFDD	Julia Reid

1	0
PPE	Renate Sommer

Key to symbols:
+ : in favour
- : against
0 : abstention