



EUROPEAN PARLIAMENT

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*Committee on Industry, Research and Energy*

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**2009/2096(INI)**

24.2.2010

# **OPINION**

of the Committee on Industry, Research and Energy

for the Committee on Transport and Tourism

on a sustainable future for transport  
(2009/2096(INI))

Rapporteur: Antonio Cancian

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## SUGGESTIONS

The Committee on Industry, Research and Energy calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Stresses that the mobility sector is of crucial importance for Europe: firstly, efficient and sustainable transport boosts the performance of the economy and enables people to participate in social life, and secondly the mobility sector is a core sector of European industry, providing many jobs;
2. Notes that energy efficiency in the various modes of transport has increased over the past few years, resulting in a substantial reduction in CO<sub>2</sub> emissions per km; considers, however, that the relative improvements with regard to harmful emissions have been neutralised by a constant increase in demand in the transport sector, especially road transport; points out that urban congestion is responsible for 40% of CO<sub>2</sub> emissions and 70% of remaining pollutant emissions produced by vehicles, making it the second biggest source of NO<sub>x</sub> and PM<sub>10</sub> emissions, which are particularly harmful to human health; points to the need to apply the most advanced emission reduction technologies not just to newly manufactured vehicles, but to all vehicles currently on the road; maintains that any new solutions to decrease CO<sub>2</sub> emissions in road transport should be considered without any preconditions;
3. Stresses that the transport system must provide customers with the best possible mobility choices, combining sustainable solutions with an efficient service; notes that better integration of the various transport modes will improve the overall efficiency of the transport system;
4. Considers the development of maritime corridors and sea and rail transport as cheaper and more ecological modes of transport to be a priority;
5. Takes the view that only by developing an interoperable and co-modal European transport system will it be possible to increase energy efficiency; stresses the urgency of rapidly increasing interoperability and, in this regard, the importance of internalising external costs as a possible additional solution for restoring balance in the use of the various transport modes and for promoting, where possible, the use of less polluting modes of transport and alternative energy sources ranging from all types of gaseous and liquid fuels, such as LPG, LNG and CNG, to electricity, thus reducing the energy requirements of the European transport system as well as CO<sub>2</sub>, NO<sub>x</sub>, and PM<sub>10</sub> emissions; supports in particular electric-powered mobility with a view to boosting the use of low-CO<sub>2</sub> technologies and achieving overall efficiency in the transport system;
6. Recognises the importance of the public sector in improving public access to less polluting public transport services, in developing basic economic sectors, particularly the energy sector, in industry and tourism, in promoting economic, social and regional cohesion, and in strengthening the state's role in market regulation, participation and intervention in cooperation with users' organisations, taking the lead in supplying services of general interest; stresses that, in most cases, public-private partnerships in this sector

serve only to make business easier for economic groups and provide cover for privatisations that harm the interests of the public and of public transport service users;

7. Is of the opinion that the information and communication technologies (ICT), in conjunction with the satellite navigation systems Galileo and EGNOS, will allow traffic flows to be optimised, thus reducing urban and interurban congestion, and will also help to lower noxious emissions and the number of road accidents; notes that too many heavy vehicles often travel empty, or partially empty, pointlessly blocking the roads and making them more dangerous, and that the number of passenger cars with only one person on board is on the increase, resulting in heavier car traffic and much heavier fuel consumption; calls on the Member States to adopt policies to support the demand for innovation from private users in the transport and logistics sector;
8. Notes that the necessary framework conditions and open standards must be introduced for promising technologies, without giving an undue advantage to any specific technology;
9. Takes the view that, in order to improve safety for all road users, urban development should take account of more sustainable urban and inter-urban mobility;
10. Stresses the logistical importance of intermodal intelligent information systems and transport development; welcomes the various initiatives taken at Community level (such as SESAR, ERTMS, RIS and SafeSeaNet); calls on the Member States to step up their investment in infrastructure, with the aim of making transport accessible to all, especially to persons with reduced mobility, and intermodal intelligent transport systems, to promote the use of public transport and to introduce interoperable pricing with the issuing of multimodal tickets in order to optimise the use and interoperability of the various transport modes, to reduce energy consumption and improve road and overall vehicle safety through the introduction of advanced technologies;
11. Points to the importance of electric mobility not only as a means of improving the energy efficiency of transport as a whole, but also as a way to incorporate renewable energy sources into the electricity system, thus enhancing its efficiency; calls on the Commission and the Member States expressly to commit themselves, with the support of local authorities, to projects serving to demonstrate the viability – in technical and energy terms – of electric mobility in urban environments and to provide a basis for regulatory measures to encourage the requisite technology;
12. Notes the importance of developing an 'Internet of things' to improve the safety of infrastructure and vehicles, improve user information, speed up the sorting of goods and reduce the relevant bureaucratic procedures;
13. Welcomes the progress achieved as regards road safety through the use of new technologies and radio navigation systems, combined with increasingly more stringent technical design standards intended, for example, to protect pedestrians; points out, however, that the target set in the 2001 White Paper, whereby the number of road accident victims was to be halved by 2010, has not been met;
14. Calls on the Commission, with a view to strengthening the sustainable, low-carbon

mobility sector, to develop an integrated policy which joins up thinking on innovations such as Intelligent Transport Systems (ITS), on research promotion, on competition law, on internal market rules (e.g. cabotage) and on logistics policy, and brings these policy areas together;

15. Urges the industry and research institutes to widen the range of, and further develop, internationally competitive European technologies to improve the safety and eco-compatibility of all types of vehicles, whether for private use or for public and commercial use;
16. Urges car and heavy goods vehicle manufacturers to apply the available technologies with a view to obtaining basic information about vehicle-road interaction and weather conditions, and to make wide use of the in-vehicle system enabling key data (speed, navigation, driving time, etc.) to be projected onto the windscreen, the object being to encourage environmentally sustainable driving behaviour; calls on the Member States to promote new information and education campaigns aimed at road users;
17. Encourages the Commission and the Member States to strengthen research in the transport sector by increasing R&D expenditures on new technologies, safety and sustainable mobility, to adopt positive measures in order to foster the use of less polluting modes of transport, to improve logistics and existing infrastructure, to complete within a short time frame the TEN-T projects that have already been financed, and to plan future transport networks in an integrated, consistent manner in keeping with the implementation of the Lisbon Agenda;
18. Shares the Commission's view that completion of the internal market needs to be complemented by liberalisation of the transport sector, especially rail transport; believes that in the transport sector, as in other sectors, the rules making for genuinely free competition should be enforced fairly and common provisions applied in order to afford access to the market or, at the very least, guarantee reciprocity; hopes that, where transport and energy policy are concerned, and in its relations with non-member countries, Europe will speak with one voice;
19. Calls for the establishment of a common European reservation system in order to enhance the effectiveness of the various modes of transport and to simplify and increase their interoperability;
20. Calls on the Commission and the Member States to strengthen sustainable cross-border transport projects with European Neighbourhood Policy countries, especially Ukraine, as the lack of properly functioning interconnections between train, road and inland waterways networks is a major factor in the almost total reliance on the use of heavy goods vehicles on regional roads;
21. Calls on the Commission and the Member States to make significant efforts to rapidly implement the standardisation of innovation in the mobility sector, so as to speed up the arrival on the market of new technology, e.g. in the field of e-mobility;
22. Encourages the Commission to promote policies which would foster the production and use of zero-emission vehicles, such as electrical vehicles, in Europe;

23. Takes the view that the development of sustainable transport should form part of the EU 2020 strategy;
24. Notes that substantial progress has been made in implementing TEN-T projects; is of the opinion that TEN-T projects should remain at the core of EU transport policy, in particular projects which are planned or being implemented in the most isolated EU regions, which lack the necessary transport infrastructure and interconnections with the rest of Europe for the carriage of both people and goods;
25. Stresses the need for a fully liberalised rail sector with a view to increasing its competitiveness with other modes of transport by improving diversity of service operators, quality and service.
26. Calls on the Commission to present a follow-up strategy with clearly defined actions to combat road accidents more effectively;

## RESULT OF FINAL VOTE IN COMMITTEE

<b>Date adopted</b>	23.2.2010
<b>Result of final vote</b>	+:           46 -:           3 0:           1
<b>Members present for the final vote</b>	Jean-Pierre Audy, Zigmantas Balčytis, Zoltán Balczó, Ivo Belet, Bendt Bendtsen, Reinhard Bütikofer, Maria Da Graça Carvalho, Jorgo Chatzimarkakis, Giles Chichester, Christian Ehler, Lena Ek, Ioan Enciu, Norbert Glante, Fiona Hall, Romana Jordan Cizelj, Arturs Krišjānis Kariņš, Lena Kolarska-Bobińska, Bogdan Kazimierz Marcinkiewicz, Marisa Matias, Judith A. Merkies, Angelika Niebler, Jaroslav Paška, Anni Podimata, Miloslav Ransdorf, Herbert Reul, Teresa Riera Madurell, Paul Rübig, Amalia Sartori, Francisco Sosa Wagner, Konrad Szymański, Britta Thomsen, Evžen Tošenovský, Ioannis A. Tsoukalas, Claude Turmes, Niki Tzavela, Vladimir Urutchev, Kathleen Van Brempt, Alejo Vidal-Quadras
<b>Substitute(s) present for the final vote</b>	Antonio Cancian, António Fernando Correia De Campos, Ilda Figueiredo, Yannick Jadot, Oriol Junqueras Vies, Ivailo Kalfin, Silvana Koch-Mehrin, Bernd Lange, Alajos Mészáros, Tiziano Motti, Vladko Todorov Panayotov, Silvia-Adriana Țicău