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Committee on Transport and Tourism

2006/2113(INI)

12.10.2006

OPINION

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on a European strategy for sustainable, competitive and secure energy - Green Paper
(2006/2113(INI))

Draftsman: Hannu Takkula

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SUGGESTIONS

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

1. Notes that transport accounts for almost one third of final energy demand in the European Union and is the second fastest growing demand sector for energy in the European Union; considers therefore that specific measures for more efficient energy use in each of the transport sectors are essential to secure sustainable use of energy in the transport sector; recalls that, unless major changes are instigated, passenger transport activity will continue to increase over all modes but most particularly in road transport and aviation;
2. Underlines the transport sector's heavy dependency on fuels derived from petroleum, principally gasoline, diesel oil and kerosene, which together account for 98 % of final energy demand in the transport sector; notes that these fuels are overwhelmingly imported from third countries, which raises questions about security of supply and sustainability; notes that greater energy efficiency, recognised as fundamental in the Commission's Green Paper, must be achieved first and foremost in the transport sector, where 80 % of consumption is accounted for by road transport, which must receive absolute priority;
3. Takes the view that the percentage of additives to diesel fuel and petrol will have to be increased and if necessary made compulsory if first-generation biofuels are to be brought into use;
4. Considers therefore that transport has a key role to play in the attainment of sustainable, competitive and secure energy supply and use in the European Union, given the short-term possibility of a specific and measurable reduction in consumption and the medium-term possibility of effective and sustainable infrastructural improvement; notes that the integrated development of energy strategy and transport policy are necessary to achieve industrial competitiveness at European level;
5. Welcomes the legislative and other initiatives taken by the Union's institutions which have improved energy intensity (primary energy demand per unit of GDP) in the transport sector; accordingly calls for measures to promote a European platform for energy reduction and alternative consumption for the transport sector in particular, applicable not only to road but also air and sea transport;
6. Recalls that these initiatives include measures for the improvement of the environmental performance of freight transport systems (Marco Polo II); charging of heavy goods vehicles for the use of certain infrastructures; the encouragement of short sea shipping; measures to facilitate inland waterway transport (Naiades); the CARS 21 initiative to speed up the development of more fuel efficient vehicles; restructuring vehicle taxation regimes to encourage the use of fuel efficient vehicles; steps to facilitate the introduction and use of bio fuels in the transport sector; the development of a "Single Sky" and the SESAR system, which will reduce aviation kerosene consumption, including aviation in the European Emissions Trading Scheme; and the Galileo project, which will optimise

traffic management;

7. Insists that further progress needs to be realised through the development of a coherent Trans European Transport network largely in rail, inland waterway and short sea shipping; striking the right balance for the future development of modes of transport and encouraging research and technological innovation to improve fuel efficiency, reduce dependency on petroleum derivatives and lessen wastage by tackling congestion and aircraft 'holding' and by further research into energy efficient vehicles and vehicles powered by alternative fuels; and measures to encourage the use of energy efficient and environmentally friendly public and private transport, especially in urban areas;
8. Considers that greater aviation efficiency and reduced time in the air, the development and use of fuel efficient, hybrid vehicles which exploit the opportunities presented by fuel cell technology and biofuels, for example, and further development of the rail freight sector, together with improved load factors for freight generally, would assist a more limited and efficient consumption of energy;
9. Insists on the necessity of campaigning for education and behavioural change in favour of the more sustainable mobility of the European citizen.

PROCEDURE

Title	European strategy for sustainable, competitive and secure energy - Green Paper
Procedure number	2006/2113(INI)
Committee responsible	ITRE
Opinion by Date announced in plenary	TRAN 18.5.2006
Enhanced cooperation – date announced in plenary	
Drafts(wo)man Date appointed	Hannu Takkula 21.3.2006
Previous drafts(wo)man	
Discussed in committee	14.9.2006 9.10.2006
Date adopted	10.10.2006
Result of final vote	+ : 37 - : 1 0 : 0
Members present for the final vote	Gabriele Albertini, Etelka Barsi-Pataky, Philip Bradbourn, Paolo Costa, Michael Cramer, Arūnas Degutis, Petr Duchoň, Saïd El Khadraoui, Robert Evans, Emanuel Jardim Fernandes, Roland Gewalt, Luis de Grandes Pascual, Ewa Hedkvist Petersen, Jeanine Hennis-Plasschaert, Stanisław Jałowiecki, Georg Jarzembowski, Dieter-Lebrecht Koch, Rodi Kratsa-Tsagaropoulou, Jörg Leichtfried, Bogusław Liberadzki, Eva Lichtenberger, Patrick Louis, Erik Meijer, Robert Navarro, Seán Ó Neachtain, Josu Ortuondo Larrea, Willi Piecyk, Reinhard Rack, Dirk Sterckx, Ulrich Stockmann, Georgios Toussas, Marta Vincenzi, Corien Wortmann-Kool
Substitute(s) present for the final vote	Zsolt László Becsey, Den Dover, Elisabeth Jeggle, Sepp Kusstatscher, Rosa Miguélez Ramos
Substitute(s) under Rule 178(2) present for the final vote	
Comments (available in one language only)	...