


Procedure file

Basic information		
COS - Procedure on a strategy paper (historic)	1995/2226(COS)	Procedure completed
Common transport policy: medium and long term programme 1995-2000		
Subject 3.20 Transport policy in general		

Key players			
European Parliament	Committee responsible		Rapporteur
	TRAN Transport and Tourism		Appointed 26/09/1995
			UPE PARODI Eolo
	Committee for opinion		Rapporteur for opinion
	BUDG Budgets		Appointed 07/09/1995
			PPE KÖNIG Friedrich
	ECON Economic and Monetary Affairs, Industrial Policy		26/09/1995
			PSE TORRES COUTO José Manuel
	RELA External Economic Relations		07/09/1995
			ELDR PORTO Manuel
Council of the European Union	REGI Regional Policy		17/10/1995
			ELDR VALLVÉ Joan
	ENVI Environment, Public Health and Consumer Protection		18/10/1995
			PSE POLLACK Anita Jean

Key events			
12/07/1995	Non-legislative basic document published	COM(1995)0302	Summary
18/09/1995	Committee referral announced in Parliament		
19/03/1996	Vote in committee		Summary
19/03/1996	Committee report tabled for plenary	A4-0075/1996	
05/06/1996	Debate in Parliament		
06/06/1996	Decision by Parliament	T4-0315/1996	Summary
	End of procedure in Parliament		

06/06/1996			
24/06/1996	Final act published in Official Journal		

Technical information

Procedure reference	1995/2226(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 142
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/06980

Documentation gateway

Non-legislative basic document		COM(1995)0302	12/07/1995	EC	Summary
Motion for a resolution		B4-1326/1995	17/10/1995	EP	
Committee report tabled for plenary, single reading		A4-0075/1996 OJ C 117 22.04.1996, p. 0003	19/03/1996	EP	
Text adopted by Parliament, single reading		T4-0315/1996 OJ C 181 24.06.1996, p. 0011-0021	06/06/1996	EP	Summary
Committee of the Regions: opinion		CDR0406/1995 OJ C 337 11.11.1996, p. 0013	12/06/1996	CofR	

Common transport policy: medium and long term programme 1995-2000

OBJECTIVE: the aim of this action programme is to give all the EU institutions and interested parties a clear indication of the Commission's intentions on transport policy. CONTENT: this action programme on sustainable mobility in Europe confirms the initiatives announced by the Commission in its programme of work in the transport sector for 1995 and gives an indication of the actions planned for 1996. It also sets out the measures which will be launched from 1997 onwards. The action programme, which covers the period from 1995-2000, includes policies and initiatives in three main areas: - improving quality by developing integrated transport systems using leading-edge technologies which also help to meet the objectives of environmental protection and safety; - improving the working of the single market in order to promote efficient, user-friendly transport services which offer users a choice while maintaining social standards; - developing the external dimension, by improving the quality of transport links between the European Union and third countries and by encouraging access for Community enterprises to transport markets in other parts of the world. In addition, the Commission will continue and step up its endeavour to ensure that Community transport legislation is applied so that measures taken at Community level are enforced and applied to the same degree in all Member States.?

Common transport policy: medium and long term programme 1995-2000

The Committee adopted the report by Mr Eolo PARODI (It, UPE) on the Communication from the Commission on the Common Transport Policy Action Programme 1995-2000. Members followed their rapporteur in expressing their full agreement with the objectives of this action programme, i.e. the establishment of a safe, efficient, competitive and environmentally sound integrated transport system which takes into account the requirements of users and workers in the transport sector. But the Committee stressed that there are some important shortcomings in the programme, concerning traffic safety, working hours, environment, transport education and alternatives to road transport. The Commission was called upon to come forward with proposals on improving safety in all transport sectors, especially in road transport.

Common transport policy: medium and long term programme 1995-2000

Parliament adopted by 304 votes to 10 with 21 abstentions a report by Mr Eolo PARODI (UPE, I) on the Commission communication concerning the Common Transport Policy (Action Programme 1995-2000). In general terms, Parliament regrets the absence of proposals specifically relating to the environment in the Commission's working programme. It calls for a review of the substantial aids which currently distort competition between the various modes of transport and regrets that the programme contains no data on measures to combat organized crime in connection with transport operations effected under the Community transit system. Concerning social aspects, it calls for a detailed study into the impact of transport liberalization. It considers that the Commission should give greater attention to monitoring the implementation of rules relating to working conditions and times in this sector. Road transport: in this sector Parliament calls on the

Commission to table a proposal for the introduction of uniform motor vehicle taxes and uniform taxes on mineral oil for long distance road haulage. It regrets the lack of any overall strategy to curb the projected increase in traffic and calls for the introduction of a strategic road safety ban, including in particular the harmonization at European level of three-point seat belts on coaches and buses and compulsory wearing of seat belts, roadworthiness checks, a points system for driving licences, speed limits, permitted alcohol levels for drivers, insurance procedures in the event of an accident, road signposting, vehicle safety equipment, and the compulsory fitting of spray suppression systems on lorries. Parliament also called on the Commission to confirm the precise emission reduction targets in order to achieve a 20% reduction in the 1990 CO₂ emissions by the year 2005 and to reduce emissions of other harmful substances to 50%.

* Air transport: regretting the absence of a global air transport strategy, Parliament stresses once again the need to establish a unified European Union air traffic management and control system and in particular the adoption and strengthening of standards concerning airworthiness certificates, the safety of aircraft cabins, civil aviation accidents and disasters, the health of cabin crews, common requirements in terms of vocational training and qualifications, noise pollution and emissions produced by aircraft and the protection of passengers. It calls for the strict application of the principle of 'one time, last time' to state aids in the air transport sector and stresses the need for an authority to oversee ATC (Air Traffic Control) at European level. It welcomes the fact that the Commission document addresses the issue of nitrogen emissions from aircraft and calls on the Commission to submit as a matter of urgency proposals in relation to flying time and working hours of pilots and cabin staff.

* Transport by inland waterway: Parliament expresses the hope that a report on measures to encourage the position of inland waterway transport will be submitted before 1 January 1998. The report should pay particular attention to the danger that the continued scrapping of smaller vessels will deprive increasingly large areas in the Union of inland waterway transport services, the strengthening of the position of inland waterway transport in intermodal transport and an accompanying social policy in order to prevent reorganization problems.

* Transport by sea: Parliament considers that transport by sea, in particular cabotage, should be regarded as part of the Trans-European Networks and linked more effectively to the other modes of transport (road, rail, inland waterway, inland ports). The programme of action should seek to improve national coastguard services, introduce binding rules concerning the inspection of vessels, the designation of sensitive areas in Community waters and the establishment of the safest sea routes for different kinds of vessels. It calls for the adoption of legal and tax incentives to encourage the development of the European fleet, such as the setting-up of the EUROS register and the introduction of measures to discourage the use of flags of convenience.

* Rail transport: while considering the proposed liberalization measures to be broadly sufficient for the development of European railways, Parliament expresses the view that rail liberalization will achieve success only if all modes of transport bear the external costs to which they give rise. It therefore calls for harmonization of the rules of competition and social provisions for all modes of transport.

* Transport in urban areas: the European Parliament calls for the action programme to include measures to increase accessibility in urban areas (use of electric vehicles, development of public transport, establishment of free car parks on the outskirts of main towns and cities, coupled with a frequent and subsidized shuttle service, the establishment of cycle paths, the safety of pedestrians and restriction of air and noise pollution). It considers that particular attention should be paid to people with reduced mobility and that the notion of public service should be redefined in order to reconcile market forces with the uncompromising ethics of public service. Finally, it calls for measures to improve urban waterway transport and to seek ways of developing more environmentally-friendly means of propulsion.

* Trans-European Networks: Parliament considers it essential to increase substantially funding for Trans-European Transport Networks, stressing the particular priority which must be given to encouraging partnership arrangements between the private and public sectors. Finally, in order to achieve maximum cost-effectiveness with minimum environmental impact, Parliament stresses the need for measures to promote combined transport systems.

* External relations: Parliament calls for the European Union to reach specific air and land transport agreements with all the countries of Central and Eastern Europe and the Mediterranean area wherever possible, giving priority to transport safety. Finally, it calls on the EU to adopt a common policy on external civil aviation agreements and calls on each bilateral agreement negotiated between the European Union and a third country to cover areas such as the granting of cabotage rights for foreign airlines on a reciprocal basis. ?