


# Procedure file

Basic information		
INI - Own-initiative procedure	<a href="#">2000/2030(INI)</a>	Procedure completed
Charging for transport infrastructure		
Subject 3.20 Transport policy in general		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<b>RETT</b> Regional Policy, Transport and Tourism		13/10/1999
		ELDR <a href="#">COSTA Paolo</a>	
	Committee for opinion	Rapporteur for opinion	Appointed
	<b>ECON</b> Economic and Monetary Affairs	The committee decided not to give an opinion.	

Key events			
14/04/2000	Committee referral announced in Parliament		
21/11/2000	Vote in committee		Summary
21/11/2000	Committee report tabled for plenary	<a href="#">A5-0345/2000</a>	
17/01/2001	Debate in Parliament		
18/01/2001	Decision by Parliament	<a href="#">T5-0033/2001</a>	Summary
18/01/2001	End of procedure in Parliament		
18/09/2001	Final act published in Official Journal		

Technical information	
Procedure reference	2000/2030(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 54
Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/12602

Documentation gateway					
Committee report tabled for plenary, single reading		<a href="#">A5-0345/2000</a> <a href="#">OJ C 232 17.08.2001, p. 0007</a>	21/11/2000	EP	
Text adopted by Parliament, single reading		<a href="#">T5-0033/2001</a> <a href="#">OJ C 262 18.09.2001, p. 0179-0245</a>	18/01/2001	EP	Summary

## Charging for transport infrastructure

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The committee adopted the own-initiative report by Paolo COSTA (ELDR, I) on transport infrastructure charging. The basic premise of the report was the need for transport users to pay for the quantifiable components of transport costs arising from the use, the quality and the safety of infrastructure and for all users to be charged for transport infrastructure costs to which they give rise. The committee felt that a comprehensive system of transport infrastructure charging should be based on cost estimates as accurately as possible and that this was an issue which needed further analysis. The new charging system must avoid a net increase in taxation in the economy as a whole and must also be aimed at phasing out distortions of competition between Member States and thus creating fair conditions for transport operators. The Commission was urged to devise a general methodology, to be phased in gradually, to make this new approach to transport charging easily understandable and attractive to users and the public. Such methodology should move in the direction of environmental sustainability, whilst preserving the right to mobility of all citizens. The committee pointed out that exemptions could be made from charging users, with consequent recourse to general taxation, in cases where there were social benefits, for example to tackle problems in outlying areas or to prevent social exclusion. Lastly, it stressed that the viability of mechanisms for transferring resources towards more environmentally sustainable transport sectors depended crucially on the existence of a level playing field for transport modes with viable alternatives for users.?

## Charging for transport infrastructure

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The European Parliament adopted, by 385 votes to 60 with 85 abstentions, the resolution by Mr Paolo COSTA (ELDR, I). (Please refer to the decision of the committee responsible).?