



March 2007



EIM Proposed Amendments to

European Parliament Draft Report

“Keep Europe moving – Sustainable mobility for our continent”

EIM comments on:

European Parliament Draft Report
“Keep Europe moving - Sustainable mobility for our continent”

(2006/2227(INI))
Committee on Transport and Tourism
Rapporteur: Etelka Barsi-Pataky

General comments:

EIM supports the concerns expressed in the draft report on the implementation of the legislation, financing of rail infrastructure, higher selectivity of TEN projects and technical innovations. Some important elements are missing however and below EIM proposes amendments in order to:

- Keep the modal shift as a priority of the transport policy;
- Emphasize that new legislation on transport charging needs to be designed, in order to guarantee a level-playing field between all transport modes, and between passenger and freight rail transport;
- Ensure that all intelligent transport systems are fully developed, depending on their contribution to sustainable development.

Suggested amendments to the text:

Issue	Text Barsi-Pataki report	Proposed text
Financing	Page 4, point 4: “.....calls on the Commission to make proposals about the possible extension of new alternative and innovative ways of financing, including finding sources for transport investments, fair charging and extra resources for transport and the related researches too, during the review of the European 7-years budget in 2008.....”;	<i>To be replaced by the following:</i> “.....calls on the Commission to make proposals about the possible extension of alternative and innovative ways of financing, including finding additional sources for transport investments and transport- related research during the review of the European 7-year budget in 2008.....”;
Co-modality/modal shift	Page 4, point 6: “...points out that shifts to more environmentally friendly modes, such as rail, maritime transport, inland navigation must be achieved where appropriate.....”	<i>To be replaced by the following:</i> “.....stresses that shifts to more environmentally friendly modes, such as rail, maritime transport, and inland navigation must be achieved where appropriate.....”
Charging	Behind page 5, point 6	<i>To be added the following additional point:</i> “Co-modality can only be achieved if all modes can compete on a level-playing field. The Commission has to design a legislative transport <i>charging framework</i> as soon as possible, to act fully in line with the recommendations formulated in its model for the assessment of all external costs of transport”.

Intelligent transport	Page 5, point 8: “.....As the conventional measures are reaching their limits, emphasises the potential of intelligent transport systems and technological innovations to enhance traffic efficiency, reduce congestion, and improve safety and environmental performance; points out that the benefits of intelligent systems and technological innovations (SESAR, ERTMS, RIS, Galileo, etc) should be realized.....”	<i>To be replaced by the following:</i> “.....As the conventional measures are reaching their limits, emphasises that the potential of intelligent transport systems and technological innovations to enhance traffic efficiency should be realized. Points out that the development of such systems (SESAR, ERTMS, RIS, Galileo, etc) should be equally guaranteed, depending on their specific contribution to reduced congestion, the environment and safety.....”
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