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*Committee on Transport and Tourism*

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**2009/2152(INI)**

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# **DRAFT OPINION**

of the Committee on Transport and Tourism

for the Committee on the Environment, Public Health and Food Safety

on the Commission's White Paper on Adapting to climate change: Towards a European framework for action  
(2009/2152(INI))

Rapporteur: Dominique Vlasto

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## SUGGESTIONS

The Committee on Transport and Tourism calls on the Committee on the Environment, Public Health and Food Safety, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

- A. whereas on 8 and 9 March 2007 the European Council approved the setting of an objective for the European Union of reducing greenhouse gas emissions by 2020 by 20% or by 30%, in the event of international agreement, compared with 1990, and whereas this objective cannot be achieved without a consequent strategy adapted to the transport sector,
  1. Regrets the lack of attention paid to the transport sector in the Commission's White Paper entitled 'Adapting to climate change: Towards a European framework for action' (COM(2009)0147);
  2. Stresses that efforts by the transport sector to adapt will be particularly difficult in the face of climate change and that it is companies in the sector which are at present making the majority of the efforts; considers, however, that efforts by this sector and its companies to adapt may in no way be solely independent, bearing in mind what is at stake in terms of the competitiveness of the whole of the European economy, and that they must be fully taken into account in the strategic approach to adaptation, in particular by proposing action to increase the resilience of the transport sector;
  3. Considers that the economic, social and financial consequences of the implementation of measures to combat climate change in the transport sector are still not adequately known or anticipated, like the effects of the reorganisation of this sector (for example, under the impact of modal shift); stresses that, in the light of the contribution expected to be made by the transport sector to reducing greenhouse gas emissions, the Commission should develop the collecting of data regarding the development of this sector, define vulnerability indicators for its various component parts (road, rail, air and maritime transport) and specify by 2011 the costs and benefits of options for adapting this sector;
  - 4.. Approves the action proposed in order to increase the resilience of physical infrastructure; stresses that such action must cover not only construction but also maintenance of infrastructure, including transport infrastructure;
  5. Considers that mountainous areas in the Union will be particularly affected by climate change, with an impact on accessibility, tourism and infrastructure, which would have justified providing in the White Paper for specific action to 'increase the resilience of mountainous areas'; suggests, therefore, that the Commission should draft Community guidelines on adaptation to climate change in mountainous areas insofar as they are particularly sensitive geographical areas like coastal and marine areas;
  6. Stresses that the Lisbon Treaty will in future allow the Commission to take support and coordination measures in the area of tourism; calls on the Commission to propose measures and action enabling an adaptation strategy specific to the tourism sector to be defined (strengthening of knowledge of climate change, risk prevention policy, information for consumers, etc.);

7. Considers that, with regard to instruments and financing, the action proposed in the White Paper is very vague; stresses that companies in the transport sector are already heavily taxed and that users of modes of transport also make a large contribution to the necessary financial outlay; calls on the Commission, therefore, to favour modes of financing which would not increase the costs on transport companies or the costs for users;
8. Considers that the Impact and Adaptation Steering Group could provide for Members of the European Parliament working in the relevant parliamentary committees to participate (in particular the Committee on Agriculture and Rural Development, the Committee on the Environment, Public Health and Food Safety, the Committee on Industry, Research and Energy and the Committee on Transport and Tourism).

## SHORT JUSTIFICATION

The Commission has published this White Paper, 'Adapting to climate change: Towards a European framework for action' in order to establish a framework aimed at reducing the vulnerability of the European Union to the effects of climate change. It is proposing an approach in two phases: the first from 2009 to 2012 dedicated to preparing a comprehensive Community adaptation strategy and the second dedicated to implementation after 2013.

For the first phase, four pillars of action have been identified by the Commission:

- 1) building a solid knowledge base on the impact and consequences of climate change for the EU,
- 2) integrating adaptation into EU key policy areas;
- 3) employing a combination of policy instruments (market-based instruments, guidelines, public-private partnerships) to ensure effective delivery of adaptation and
- 4) stepping up international cooperation on adaptation.

Your rapporteur shares this approach, which meets several demands already expressed by the European Parliament with regard to the steering of the fight against climate change, the financing of the necessary investment to tackle it, the identification of priority sectors and the most suitable measures and the acquisition of data and information on the climate change phenomenon and its consequences.

Among the major economic sectors called upon to contribute to the fight against climate change, transport has a place which is all the more important in that it is at the heart of the competitiveness of the European economy. Your rapporteur is therefore very surprised at the little importance given to it in this White Paper: whilst the resilience of infrastructure or agriculture is mentioned, that of transport is not mentioned at all. However, imposing CO<sub>2</sub> emission standards on car manufacturers, investing in modal shift, encouraging public transport in towns and cities, reorganising the rail networks to make them more effective, etc., are all measures which will have an impact on our fellow citizens, European companies, and, in short, on our daily lives. It would therefore have been appropriate to accord a separate place to the transport sector in this White Paper.

Your rapporteur also considers that mountainous areas are sufficiently numerous and sensitive to justify specific treatment, such as the Commission accords in this White Paper to coastal and maritime areas.

Your rapporteur also calls on the Commission to take into account the tourism sector and its needs in this European action framework, once the Lisbon Treaty enters into force.

Whilst this White Paper contains numerous lines of action, it is less precise on instruments and financing: your rapporteur wishes to point out that the contribution by the transport sector - whether this means its companies or its users - is already a very heavy one and it would be detrimental to increase it further.

This European action framework will evolve on the basis of the work carried out during the first phase, the preparatory phase, which will last until 2012. The role which the steering group could play during this phase prompts your rapporteur to propose that Members of the European Parliament from the responsible parliamentary committees be allowed to participate in it: there is no reason why the legislature should not promote the drawing up of the EU strategy from when it is being prepared and not solely from the time of its adoption.