

(98/C 402/084)

WRITTEN QUESTION E-1077/98**by Patricia McKenna (V) to the Commission***(7 April 1998)**Subject:* Carrying bicycles on trains

The European Cyclists' Federation (ECF) has recently asked the European Commission to undertake a study on the feasibility of introducing a profitable system for carrying bicycles on trains throughout Europe.

ECF is campaigning for spaces to be allocated on long-distance trains where bicycles can be stored. Some inter-city trains in Germany have already taken up this idea.

ECF points out that it is easy for motorists to carry bicycles on their roof racks. But more ecologically conscious long-distance travellers — who wish to travel by rail instead of road — can encounter many difficulties in bringing their bikes on trains.

ECF believes that the Commission study should cover market potential, technical measures and the impact on tourism and regional economies.

Will the Commission look favourably on the ECF proposal and carry out such a study? If so, when would it expect to have such a study completed?

Answer given by Mr Kinnock on behalf of the Commission*(18 June 1998)*

Two of the issues highlighted in the European cyclist's federation (ECF) position paper on bicycle transport on international trains are market potential and impacts on tourism and regional economies. The Commission is contributing to an analysis of these issues through its grant-aid for the planning phase of the EuroVelo international cycle routes project, managed by ECF, which will require an assessment of the market potential for long distance cycle routes and their impact on tourism and regional economies. The planning phase of the EuroVelo project is due to finish at the end of 1998.

The Commission is also currently managing a research cooperation project on passenger accessibility of heavy rail systems (COST 335) with a view to developing European standards for the design and operation of trains, stations and information services. While the focus of the project is the needs of people with reduced mobility and not the needs of cyclists, it is likely that some of the train design features examined will also benefit people with bicycles. This project is due to finish in late 1999.

The Commission does not consider, however, that a study of the profitability of a system of carrying bicycles on long distance trains should be carried out in the near future, since this is a matter primarily for the railway undertakings and the limited funds at the Commission's disposal are needed primarily for projects having a higher priority.

(98/C 402/085)

WRITTEN QUESTION E-1078/98**by María Estevan Bolea (PPE) to the Commission***(7 April 1998)**Subject:* Movements of dangerous waste in the EU

Certain regions in some Member States are taking steps to delay, prevent or even outlaw movements of dangerous waste between municipalities, provinces, regions or countries — that is, within the EU or, indeed, within individual Member States — aimed at ensuring the proper treatment and suitable management of the goods concerned, thus distorting the services in question.