# Transport policy: proposals and action programme for 2010. White Paper

2001/2281(COS) - 12/02/2003 - Text adopted by Parliament, single reading

The European Parliament adopted a resolution drafted by Juan DE DIOS IZQUIERDO COLLADO, with 406 votes for, 95 against and 33 abstentions. (Please refer to the document dated 28/11/02.) Parliament wanted to see transport given the political and budgetary weight warranted by its strategic character and its role as a general interest service. A European transport policy must influence all modes of transport, infrastructures and systems, as well as social harmonisation. However, transport problems will not be resolved, and optimal use of infrastructure will not be achieved, unless efforts are made to manage the sector as a whole, aiming at both passenger and freight transport, and not just urgent problems in specific sub-sectors. A shift of goods from road to other modes of transport should be stimulated by improving the service quality of these other modes, thereby optimising the whole transport system, and in no way by negatively affecting the competitiveness of road transport. Parliament went on to state its support for all forms of public transport and improved mobility for pedestrians, including those facing barriers to access to transport, in particular, disabled and elderly persons, motorcyclists and cyclists, through institutional investment, subsidies and legislation reflecting this preference. On the question of sea transport, Parliament felt that switching freight transport from roads to short sea shipping and inland waterways could play an important part in the EU strategy for meeting climate protection obligations under the Kyoto Protocol. It asked the Commission to put forward a proposal with a view to implementing the internalisation of external costs in the maritime transport sector and, in this connection, also to support other innovative port projects for reducing emissions. Parliament also asked the Commission and the Member States to press strongly within the framework of the International Maritime Organisation (IMO) for a thorough review of international rules on liability in maritime transport. Oil companies, classification societies and, above all, shipowners and all other parties involved in the transport of oil or dangerous substances, should equally be held fully accountable. Current limitations of liability inevitably reduce the sense of responsibility of those concerned. Furthermore, effective monitoring instruments urgently need to be created at IMO level for the purpose of examining whether flag states are fulfilling their responsibilities. Also on the question of maritime transport, Parliament pointed out that serious problems exist as regards standards of training and social standards applying to crews of vessels sailing under so-called flags of convenience. Parliament welcomed the proposal to create tax incentives in order to halt the trend towards vessels sailing under a foreign flag and to encourage as many vessels as possible to sail again under the flag of an EU Member State. On air transport, Parliament stressed the need to reduce congestion around airports and to reduce delays on the ground. It also emphasised the importance of developing local airfields. Parliament also expressed its concerns about road safety measures in the White Paper, and felt that these were insufficient to attain the ambitious goals being proposed. It wanted proposals for discrete multi-annual road safety programmes to be funded within the transport safety budget line, covering areas such asthe collection of road safety data. Finally, Parliament called for a proper coordination between European and national policies affecting road transport. Environment policy must also be better coordinated with transport policy.