Basic information

2001/2281(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Transport policy: proposals and action programme for 2010. White Paper **Subject** 3.20 Transport policy in general	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	IZQUIERDO COLLADO Juan de Dios (PSE)	20/11/2001

Committee for opinion	Rapporteur for opinion	Appointed
BUDG Budgets	The committee decided not to give an opinion.	
ECON Economic and Monetary Affairs	The committee decided not to give an opinion.	
ITRE Industry, External Trade, Research, Energy	CARRARO Massimo (PSE)	18/12/2001
ENVI Environment, Public Health, Consumer Policy	ISLER BÉGUIN Marie Anne (V/ALE)	04/12/2001

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2374	2001-10-15
Transport, Telecommunications and Energy	2438	2002-06-17
Transport, Telecommunications and Energy	2420	2002-03-25

European Commission

Commission DG	Commissioner
Energy and Transport	

Key events

Date	Event	Reference	Summary
12/09/2001	Non-legislative basic document published	COM(2001)0370	Summary
15/10/2001	Debate in Council		
13/12/2001	Committee referral announced in Parliament		
25/03/2002	Debate in Council		
17/06/2002	Resolution/conclusions adopted by Council		Summary
28/11/2002	Vote in committee		Summary
28/11/2002	Committee report tabled for plenary	A5-0444/2002	
12/02/2003	Decision by Parliament	T5-0054/2003	Summary
12/02/2003	End of procedure in Parliament		
19/02/2004	Final act published in Official Journal		

Technical information

Procedure reference	2001/2281(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/15588

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A5-0444/2002	28/11/2002	
Text adopted by Parliament, single reading		T5-0054/2003 OJ C 043 19.02.2004, p. 0072-0250 E	12/02/2003	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(2001)0370	12/09/2001	Summary
Document attached to the procedure	COM(2002)0018	23/01/2002	Summary
Non-legislative basic document	COM(2003)0311	02/06/2003	Summary
	COM(2006)0074		

Non-legislative basic document		22/02/2006	Summary
Non-legislative basic document	COM(2006)0314	22/06/2006	Summary
Document attached to the procedure	SEC(2006)0768	22/06/2006	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
CofR	Committee of the Regions: opinion	CDR0054/2001 OJ C 192 12.08.2002, p. 0008	13/03/2002	
EESC	Economic and Social Committee: opinion, report	CES0869/2002 OJ C 241 07.10.2002, p. 0168	17/07/2002	
EU	Implementing legislative act	32003D0425 OJ L 144 12.06.2003, p. 0010-0011	11/06/2003	Summary

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

2001/2281(COS) - 11/06/2003 - Implementing legislative act

ACT : Commission Decision 2003/425/EC setting up a group of experts to advise the Commission on a strategy for dealing with accidents in the transport sector

CONTENT : the Commission has decided to set up this Group of Experts since it considers that independent technical investigations of transport accidents and incidents improve safety by identifying the causes of such accidents and thereby preventing them from occurring. Such investigations into the causes of accidents must not be linked to compensation for damages or determination of liability. Therefore, they should be independent of investigations conducted by the judicial authorities, insurance companies, industry, operators and regulators, or any other party whose interests could conflict with the task entrusted to the investigating body or entity. The Group will advise the Commission on the need to improve existing legislation, and, where necessary, on the need to propose new initiatives for all modes of transport, including transport of energy (oil and gas pipelines), but excluding the occupational health and safety aspects.

The main points of the Decision are as follows:

- Composition: the Group of Experts will be composed of qualified individuals competent to consider matters relating to transport safety issues, in particular independent technical accidents investigations in all modes of transport, including the transport of energy (oil and gas pipelines). The Group will have 12 members and be chaired by a representative of the Commission.

- Appointment: The members of the Group will be appointed individually by the Commission on the basis of objective criteria of proven competence and experience. They will have a two-year renewable mandate with one possibility of renewal by a Commission decision. When their mandate lapses, members of the Group remain in office until such time as they are replaced or their mandate renewed.

- Terms of office, working groups and additional experts: the Group will meet in plenary session twice a year at the Commission headquarters on invitation by the Commission. The Group of Experts may set up ad hoc working groups. The Chairman may decide to invite other experts to address particular matters, at the request of a member or on his or her own initiative. The members of the Group of Experts and any experts invited will have their travel and subsistence expenses reimbursed in accordance with the provisions in force within the Commission.

- Confidentiality: the members of the Group of Experts must not divulge any information they obtain through their work in the Group or its working groups.

ENTRY INTO FORCE: The Decision will take effect on 12/06/2003.

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

2001/2281(COS) - 02/06/2003

PURPOSE : To present a European road safety action programme CONTENT : The Commission report points out that there are 375 million road users in the European Union, of which 200 million are driving licence holders. The grim reality is that, per annum, there are on average 1 300 000 accidents, causing 40 000 deaths and 1 700 0000 injuries on the roads. The direct and indirect cost of these tragedies has been estimated at EUR 160 billion or

2% of GNP. Although there has been an improvement in overall road safety (for example the number of road deaths has halved in the past thirty years) the situation still suggests far too many accidents are happening unnecessarily - moreover they could be prevented. The Commission Communication proposes that if the EU acts decisively and tackles this problem in a more uniform manner then many, many accidents could be prevented resulting in lower accident statistics. The objective of this Communication therefore is to suggest ways in which to halve the number of road deaths in the EU by 2010. The Commission acknowledges that, to date, Member States have been reluctant to take on a more communautaire approach to tackling road safety - as seen by the on-going question of harmonisation of blood alcohol limits. This has been under discussion for twelve years now. One of the major policy initiatives discussed in this Communication includes the standardisation of rules on checks and road traffic offences. These factors alone cause the most road deaths in the EU. Other proposals include closer examination of particularly hazardous places on the roads and a review of the Directive on driving licences. Similarly, under the research Framework Programmes the Commission proposes developing new safety technologies thereby adding value to the work already being undertaken in the Member States. The proposed action programme aims to: - Encourage road users to improve their behaviour; - Make vehicles safer; - Improve road infrastructure; - Draft technical guidelines to improve best practices; - Collect and analyse data on accidents and physical injuries, and lastly, - Ensure that everyone in authority, with decision-making powers or acting in an economic, social or representative function will give a solemn undertaking that they will subscribe to a "European Road Safety Charter". The commitment will then be publicised and their compliance monitored.

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

2001/2281(COS) - 22/06/2006

This Communication from the Commission presents the mid-term review of the European Commission’s 2001 Transport White Paper.

The 2001 White Paper identified as main challenges the imbalance in the development of the different transport modes, congestion on routes and cities, as well as in airspace, and the impact on the environment. Accordingly, the White Paper proposed policies to adjust the balance between the modes, stressed the need to do away with bottlenecks in the trans- European networks. In order to reduce the number of road accidents, it called for an effective policy on infrastructure charging and it argued that the Community should strengthen its position in international organizations. It needs to be taken into account that the White Paper expected a strong economic growth which did not materialise as such.

Since 2001, major legislative proposals were approved and are being put into practice such as the opening-up of rail freight transport to competition, the upgraded social conditions of road transport, the definition of 30 TEN priority projects, the creation of the European Single Sky, the strengthening of aviation passenger rights, the new road charging directive whose distance-based user charges can be channelled to the financing of infrastructure in some cases, the promotion of intermodal transport with the Marco Polo programme and the reinforcement of the legal framework in maritime safety. The EU has also shown its capacity to develop industrial innovation programmes such as Galileo, ERTMS and SESAR. Most of the White Paper measures have been proposed or adopted.

The experience since 2001 as well as further studies and projections suggest that the measures envisaged by the Commission in 2001 will not be sufficient on their own to continue achieving the fundamental objectives of EU policy, in particular to contain the negative environmental and other effects of transport growth whilst facilitating mobility as the quintessential purpose of transport policy. In the enlarged EU, situated in a globalised, rapidly changing world, a broader, more flexible, transport policy toolboxis needed. Solutions may range from European regulations and their uniform application, economic instruments, soft instruments, and technological integration to a geographically differentiated approach, using methods of tailor-made legislation or enhanced cooperation. The Commission will in each specific area rely on consultations with citizens and other stakeholders and on economic, environmental and social impact analysis before moving to concrete proposals.

The Communication discusses transport growth as well as the impacts of transport, stating that its environmental costis estimated at 1.1% of GDP. It looks at the different forms of transport, and proposes actions for each sector:

Land transport: the Commission proposes to do the following: examine experience in the internal road market and propose improvements to market access rules and rules on access to the profession where needed; address the issue of excessive differences in exise tax levels; implement the rail transport *acquis* with the help of strong regulatory bodies in the Member States; accelerate efforts to remove technical and operational barriers to international rail activities with the help of the rail industry and the

European Railway Agency; examine a possible programme to promote a rail freight oriented network within a broader transport logistics policy; rail market monitoring including a scoreboard.

Aviation: the internal market needs to be broadened to improve the performance of all segments of the aviation industry such as airport and air navigation services. The Commission proposes to continue to monitor the state aid and competition aspects of restructuring and integration; review the functioning of the internal market and propose adjustments where needed; complete the single sky regulatory framework and implement the modernisation of air traffic management; develop policy measures to contain emissions from air transport services.

Waterborne transport: the development of maritime and coastal transport faces two key challenges.

Firstly, there is as yet no seamless internal shipping market: sea journeys from one Member State to another are considered external due to international regulations. Secondly, the expected growth of sea transport will need to be absorbed through the EU’s ports infrastructure. Actions proposed by the Commission include building on a broad public consultation of stakeholders to develop a comprehensive strategy for a “common European maritime space”; developing a comprehensive European ports policy; and action to reduce pollutant emissions from waterborne transport.

The paper goes on to examine passenger rights, safety, working conditions as well as the implications for energy policy. It discusses the challenges of reducing congestion and increasing accessibility. It considers financing with regard to the 30 TEN priority projects as well as smart charging for the use of infrastructure.

The Commission feels that a European sustainable mobility policy needs to build on a broader range of policy tools achieving shifts to more environmentally friendly modes where appropriate, especially on long distance, in urban areas and on congested corridors. At the same time each transport mode must be optimised. All modes must become more environmentally friendly, safe and energy efficient. Finally, co-modality, i.e. the efficient use of different modes on their own and in combination will result in an optimal and sustainable utilisation of resources. This approach offers the best guarantees to achieve at the same time a high level of both mobility and of environmental protection. The indicative timing for the main actions to be undertaken in the next years is shown in Annex 1 to the paper.

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

2001/2281(COS) - 12/09/2001 - Non-legislative basic document

PURPOSE: An examination of the European Union's common transport policy with a view to modernising transport policy by 2010. CONTENT: The long awaited White Paper on the European transport policy is a comprehensive analysis of existing transport policies whilst offering alternative solutions to the maintenance, modernisation and future efficiency of the EU's common transport policy. Largely neglected for the first thirty years of the Community's existence, transport policy came in to its own following the signing of the Treaty of Maastricht in 1992. Vital to the smooth functioning of the internal market, Member States began to acknowledge the importance of establishing an efficient, equally distributed mode of transport from the centre to the periphery. Since the publication of the Commission's first White Paper on Transport in 1992 much has been achieved, but as the latest White Paper notes much remains to be done. The guiding principle behind the 1992 White Paper was the opening up of the Community's transport market. Other than in the railway sector this has largely been accomplished. Other accomplishments include road cabotage becoming a reality, the opening up of the air industry to competition, the opening of Spata airport, the high-speed train from Brussels to Marseille and the Oresund bridge-tunnel linking Denmark and Sweden. In spite of these successes a number of urgent issues need to be addressed within the transport sector. First and foremost is the problem of congestion and the effect this has on the imbalance between modes of transport. According to the White Paper some 10% of the road network is affected by daily traffic jams. Further, some 20% of the railways are classed as bottleneck. Sixteen of the Union's main airports recorded delays of more than a quarter of an hour on more than 30% of their flights. Altogether these delays result in consumption of an extra 1.9 billion litres of fuel, which is some 6% of annual consumption. To add to the problem, growth in transport is expected to increase considerably over the coming years. Worryingly, the White Paper estimates that heavy goods vehicle traffic alone will increase by nearly 50% over its 1998 level. Indeed the White Paper remarks that it is imperative that over the coming ten years the Community focus its attention to shifting traffic off the roads and into other modes of transport - primarily the railways but also through the use of shipping and/or inland waterways. These latter three modes of transport have been neglected both by industry and national governments and the Commission's strategy is now to redress this imbalance. Shifting both passengers and goods transport into alternative modes is not impossible. In Europe rail freight services represents a mere 8% of the total; in the USA goods carried by rail represents 40% of the total. In order to tackle the problem head on the Commission proposes introducing a number of measures ranging from pricing to revitalising alternative modes of transport as well as offering targeted investment in the trans-European network. All in all the White Paper proposes some 60 specific measures to be taken at Community level, including an action programme extending until 2010. A mid-term review in 2005 will assess whether the precise targets of these programmes are being attained. In essence these proposals include: - revitalising the railways; - improving the quality in the road transport sector; - promoting transport bysea and inland waterway; - striking a balance between growth in air transport and the environment; - turning intermodality into reality; - building the trans-European transport network; - improving road safety; - adopting a policy on effective charging for transport; - recognising the rights and obligations of users; - developing high-quality urban transport; - putting research and technology at the service of clean, efficient transport; - managing the effects of globalisation; - and lastly, developing medium and long-term environmental objectives for a sustainable transport system.

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

2001/2281(COS) - 22/02/2006

The Transport White Paper adopted in 2001 proposed the target of halving the number of road fatalities by 2010. This target was subsequently repeated in the European road safety action programme adopted in 2003. This communication is the midterm review announced in the programme adopted in 2003.

Overall figures for the EU: In 2001, 50 000 people were killed on the roads in the countries which today make up the EU. The joint target proposed in 2001 and updated after enlargement in 2004 is that by 2010 there should be no more than 25 000 fatalities a year. The figures for 2005 show that about 41 600 people were killed on the roads, a fall (albeit too small) of 17.5% over 4 years. At the present rate, road deaths in the EU in 2010 are likely to stand at 32 500, and the target of a maximum of 25 000 will probably not be achieved. The trend over the last ten years shows a fall in 2001, however, that is worth a closer look:

- Between 1994 and 2000, the number of people killed on the roads fell by an average of only 2% a year, while the number of accidents rose very slightly. The technical improvements made to vehicles would seem to be the main reason behind this trend.

- Between 2001 and 2005, the number of people killed on the roads fell by an average of 5% a year, and the number of accidents fell by an average of 4% a year, and 5% between 2003 and 2004; this parallel trend in the major indicators corresponds to the dates of entry into force of voluntary road safety plans in most of the Member States.

In considering the statistics by category of users, vehicles and accident types, it is seen that the trend is not uniform:

- The number of motorcyclists killed as a proportion of total road deaths, a figure which was relatively stable at around 9.5% until 1996, has risen relentlessly in the meantime to 14% in 2003.

- In overall terms, the number of motorcyclists killed rose by 5.6% between 2000 and 2003, while the total number of people killed on the roads fell by 12% over the same period. Some figures are alarming: in Italy, Belgium, Sweden and the United Kingdom the numbers of motorcyclists killed on the

roads rose by 40%, 39%, 21% and 15%, respectively. In France there has been a significant reversal of the trend: an increase of 10% between 2000 and 2002 followed by a fall of 8% in 2003 compared with 2002.

-Young people between 18 and 25 are a high-risk group: these people represent 10% of the population as a whole but accounted for 21% of all fatalities in 2003, with four-fifths of those killed being male.

- Pedestrians over 65 years of age account for about 27% of all pedestrians killed, more than their percentage of the population as a whole (18%).

- Lorries are involved in 6% of all accidents but 16% of fatal accidents, confirmation of the most serious nature of these accidents. However, the number of lorries involved in accidents is falling faster than the overall accident rate.

- Accidents outside built-up areas (but not on motorways) are the most serious: they represent only 28% of all accidents, but account for 60% of all road accident victims.

- Accidents in built-up areas account for 67% of all accidents and 31% of all road accident victims.

- Motorways account for 5% of accidents and 9% of fatalities.

The road safety performance of the new Member States following the most recent enlargement is not as good as the average situation in the EU before 2004. While some of these countries saw dramatic improvements in the early 1990s, their situation since 2001 has basically been the same as that of several of the EU-15 Member States. The problems are not specific to the enlargement countries. They are the same everywhere, but with different degrees of progress over time.

Analysis of recent trends shows that in terms of changes in the number of people killed between 2001 and 2004, nine Member States (Germany, Estonia, , France, Italy, Luxembourg, Malta, the Netherlands, Portugal, and Sweden) have reduced at a faster rate than the average for the 25 (-14%); in eight other Member States (Belgium, Denmark, Greece, Spain, Ireland, Austria, Finland, and the United Kingdom) there has been limited progress (a fall of at least 5%, but less than the average rate); in six others (Czech Republic, Latvia, Hungary, Poland, Slovenia, Slovakia), progress has been very slow or there has been a slight backward trend (a maximum rate of progress of 5%, more or less, compared with the figures for 2001); the situation has got worse in Cyprus and Lithuania. These figures must nevertheless be treated with caution, especially in the very small Member States where a small number of serious accidents greatly affect the national result.

The paper goes on to discuss the new road safety plans and community action since 2001.The full list of legislation adopted since 2001, the list of proposals still at the interinstitutional negotiation stage and a selection of European projects and studies are given in a Commission staff working paper which contains accident statistics (Part 1), summaries by Member States (Part 2), an overview of EU legislation on road safety (Part 3), a selection of projects financed by the Commission in this area (Part 4), and some examples of the commitments entered into by citizens in the framework of the European Road Safety Charter (Part 5).

The Commission considers that in overall terms, road safety is improving in the EU. Faster progress is being made than in the past, but it is patchy and there is still a lot of room for further improvement.

Constructive action is being taken in all the relevant areas: infrastructure, behaviour, vehicles. The European Union and the Member States as well as all the other parties vested with “shared responsibility” must do more in order to achieve the ambitious common objective. In light of this, the Commission will give consideration to additional measures within the framework of the mid term review of the Transport White Paper.

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

2001/2281(COS) - 23/01/2002 - Document attached to the procedure

In a Communication adressed to the Council and the European Parliament, the European Commission has proposed a new package of measures to revitalise the railways by rapidly building an integrated European railway area. The five measures are based on the guidelines set out in the recent White Paper on transport and aim at greater safety, interoperability and opening of the rail freight market. This package of measures is designeded to supplement the rules governing Europe's railways, without waiting any longer. Five new proposals will build on the foundation laid by the existing Community legislation. They are accompanied by thoughts on future action to make the railway market more dynamic and improve quality. The five measures proposed and announced earlier in the White Paper are: - Developing a common approach to rail safety. A proposal for a directive aims at guaranteeing rail safety by publishing rules which everyone can understand. It lays down a clear procedure for granting the safety certificates which every railway company must obtain before it can run trains on the European network. The objective is gradually to integrate the national safety systems. - Bolstering the fundamental principles of interoperability. After four years' work the experts have come up with solutions providing the technical interoperability needed in order to operate transfrontier services and cut rolling stock costs on the high-speed network. The Commission proposes drawing on this experience and changing working methods so that faster progress can be made on interoperability on the conventional network. Geographically, interoperability must be extended to the entire open network. - Setting up an effective steering body: the European Railway Agency. This Agency, with around 100 staff, will coordinate the groups of technical experts seeking common solutions on safety and interoperability. It will submit proposals for decisions on these subjects to the Commission, which will adopt them once they have been endorsed by the committees of representatives of the Member States. The Agency will also play a liaison role between the different competent national authorities. It could be in operation by 2004-2005. - Extending and speeding up opening of the rail freight market. After the first railway package opened up the market for just international freight services, today the Commission proposed opening up the national freight markets as well. To this end, the Commission proposes opening up the entire network sooner, by 2006, allowing for the time which it will take to adopt and implement its proposal. - Joining the Intergovernmental Organisation for International Carriage by Rail (OTIF). This organisation drafts regulations on, for example, the carriage of dangerous goods by rail or technical standards applicable to railway material. It is therefore essential for the Community to accede to the OTIF Convention so that it can exercise its powers on rail transport within OTIF. These measures are indispensable to create the climate needed for

revitalising the railways. However, they will not be enough by themselves. Today the Commission wishes to open a debate with all concerned on a series of further steps. In particular, the Commission is thinking of the following measures already announced in the White Paper: - ensure high-quality rail services: open the rail network to new operators, set quality criteria and give users financial compensation in case of non-compliance with contractual service obligations; - remove barriers to entry to the rail freight market: deploy the ERTMS control and command system, give the regulators stronger powers and simplify customs procedures; - improve the environmental performance of rail freight services; - gradually set up a dedicated rail freight network; - progressively open the market in passenger services by rail; - improve rail passengers' rights.

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

2001/2281(COS) - 17/06/2002

The Council, on the basis of the work carried out during the Belgian Presidency, has adopted conclusions in which it shares with the Commission the concern at the current situation of the transport sector. It considers that the Community should ensure that transport policy contributes to the achievement of the objectives of cohesion and convergence, and to the principles of free movement in European Union territory. It reiterates that integration of environmental aspects and progress towards a sustainable transport system can provide new business opportunities, bring social progress, stimulate economic growth and create new jobs without necessarily entailing traffic growth with an increase in the negative effects of transport. The Presidency recognises that it was appropriate to draw up the White Paper, in view of the development of the transport system in the EU and the need to guarantee its activity in the context of the final consolidation of the single market and of balanced and sustainable development. However, it considers that the necessary considerations should be incorporated for its application, in order to take account of the diversity of geographical, regional, economic and social situations in the Member States of the current and the enlarged European Union. The rebalancing of transport modes, as set out in the White Paper, should result in a combination of various measures whose central aim is to promote the most favourable modes of transport from an environmental viewpoint and in terms of economic efficiency. To that end, the Commission is invited to continue improving the knowledge of the relative efficiency of the different transport modes. The Council also considers that the application of the "pooling of funds" analysed in the White Paper as a new and innovative possibility for funding infrastructures still gives rise to serious concerns for some Member States, yet is seen by other Member States as a new and interesting concept to explore, and could be applied by Member States on a voluntary basis whilst respecting the principles of non-discrimination and proportionality; invites therefore the Commission and the Member States to study further this new funding system whilst taking into account the costs already borne by infrastructure users. The Council shares the Commission's objective of improving the safety of transport in general and sets itself the goal of substantially reducing road mortalities by 2010. It emphasises the importance of enhancing safety in tunnels and for vulnerable users, welcomes further efforts by the Commission in the area of transport safety including appropriate progress in social harmonisation and its enforcement in the road transport sector. It invites the Commission to come forward with measures known to have tangible results, notably non-legislative initiatives, in order to reach this ambitious objective. Such measures involve promoting the development and application of new technologies and measures aimed at further improving the safety of the transport of dangerous goods. It also emphasises the important role that Member States and the Community must play, by collaborating in the enforcement of laws affecting important road safety issues, the promotion of better driving behaviour and the implementation of safer road design. The Council concurs with the White Paper regarding the need to continue the legislative processes for the revitalisation ofrailways and subscribes in particular to the objective of further promoting rail freight traffic. It also endorses the series of initiatives regarding the promotion of short-sea shipping and inland navigation. Lastly, the Council underlines the importance of continuing the efforts in the transport sector with a view to contributing to meeting the obligations stemming from the recent ratification of the Kyoto Procotol by the European Community and the Member States and welcomes in this perspective the adoption of the 6th Environmental Action Programme.

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.