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REPORT

on a sustainable future for transport
(2009/2096(INI))

Committee on Transport and Tourism

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on a sustainable future for transport (2009/2096(INI))

The European Parliament,

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– having regard to the Presidency conclusions of 17 and 18 December 2009 on the Commission communication entitled 'A sustainable future for transport: Towards an integrated, technology-led and user friendly system' (17456/09),

– having regard to the Commission White Paper entitled 'European Transport Policy for 2010: time to decide' (COM(2001)0370),

– having regard to the Commission communication entitled 'Keep Europe moving – Sustainable mobility for our continent – Mid-term review of the European Commission's 2001 Transport White Paper' (COM(2006)0314),

– having regard to the Commission Green Paper on market-based instruments for environment and related policy purposes (COM(2007)0140),

– having regard to the Commission communication entitled 'Strategy for the internalisation of external costs' (COM(2008)0435),

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– having regard to the Commission communication entitled 'Limiting Global Climate Change to 2 degrees Celsius – The way ahead for 2020 and beyond' (COM(2007)0002),

– having regard to the Commission Green Paper entitled 'TEN-T: A policy review – Towards a better integrated trans-European transport network at the service of the common transport policy' (COM(2009)0044),

– having regard to the Commission communication entitled 'Action Plan for the Deployment of Intelligent Transport Systems in Europe' (COM(2008)0886),

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– having regard to the Commission's communication and action plan with a view to establishing a European maritime transport space without barriers (COM(2009)0010),

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– having regard to the Commission communication on a European Ports Policy (COM(2007)0616),

– having regard to the Commission communication entitled 'Towards Europe-wide Safer, Cleaner and Efficient Mobility: The First Intelligent Car Report' (COM(2007)0541),

– having regard to the Commission communication entitled 'European Road Safety Action Programme – Halving the number of road accident victims in the European Union by 2010: A shared responsibility' (COM(2003)0311),

– having regard to the Commission communication entitled 'European road safety action programme mid-term review' (COM(2006)0074),

– having regard to the Commission Green Paper entitled 'Towards a new culture for urban mobility' (COM(2007)0551),

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– having regard to its resolution of 10 March 2010 on EU 2020[1],

– having regard to its resolution of 12 April 2005 on short sea shipping[2],

– having regard to its resolution of 29 September 2005 on the European Road Safety Action Programme: Halving the number of road accident victims in the European Union by 2010: A shared responsibility[3],

– having regard to its resolution of 18 January 2007 on European Road Safety Action

[1] Texts adopted, P7_TA(2010)0053.
[2] OJ C 33E, 9.2.2006, p.142.
[3] OJ C 227E, 21.9.2006, p.609.

Programme — mid-term review[1],

– having regard to its resolution of 12 July 2007 on keeping Europe moving – Sustainable mobility for our continent'[2],

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– having regard to its resolution of 23 April 2009 on the Intelligent Transport Systems Action Plan[11],

– having regard to its resolution of 23 April 2009 on an action plan on urban mobility[12],

– having regard to Regulation (EC) No 1070/2009 of the European Parliament and of the Council of 21 October 2009 amending Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EC) No 552/2004 in order to improve the

[1] OJ C 244E, 18.10.2007, p.220.
[2] Texts adopted, P6_TA(2007)0345.
[3] Texts adopted, P6_TA(2007)0344.
[4] OJ C 187E, 24.07.2008, p.154.
[5] OJ C 66E, 20.3.2009, p.1.
[6] OJ C 286E, 27.11.2909, p.45.
[7] OJ C 295E, 4.12.2009, p.79.
[8] OJ C 295E, 4.12.2009, p.74.
[9] Texts adopted, P6_TA(2009)0119.
[10] Texts adopted, P6_TA(2009)0258.
[11] Texts adopted, P6_TA(2009)0308.
[12] Texts adopted, P6_TA(2009)0307.

performance and sustainability of the European aviation system[1] ,

– having regard to Rule 48 of its Rules of Procedure,

– having regard to the report of the Committee on Transport and Tourism and the opinions of the Committee on the Environment, Public Health and Food Safety, the Committee on Industry, Research and Energy and the Committee on Regional Development (A7-0189/2010),

A. whereas the transport sector is an important element in the development of the European Union and its regions and cities, and one which has a direct influence on the competitiveness and social cohesion of the regions and cities and thereby makes a significant contribution to achieving the European single market,

B. whereas transport has a triple role: an economic role, a social role and a territorial cohesion role, all of which are essential for European integration,

C. whereas the transport sector plays a key role in the economy and employment, given that it represents 10% of the EU's prosperity (viewed in terms of gross domestic product) and provides over 10 million jobs and will therefore have a crucial role in the implementation of the EU 2020 strategy,

D. whereas transport is an essential element of European policy, and whereas, therefore, the EU needs a financial framework that responds to the transport policy challenges in the years ahead, stimulates the economy in the short term, increases productivity in the medium and long term and strengthens Europe as a research location,

E. whereas the transport sector has a considerable impact on the environment and on people's health and quality of life, and, whilst facilitating people's private and professional mobility, was responsible, as a whole, for 27% of total CO_2 emissions in 2008, and whereas this figure has since risen even further; whereas road transport accounted for 70.9%, aviation for 12.5%, sea and inland waterways for 15.3% and railways for 0.6% of total CO_2 emissions from the transport sector in 2007,

F. whereas in Europe all modes of transport have made efforts to improve safety; whereas, however, in 2008 approximately 39 000 people died in traffic accidents and 300 000 people were seriously injured, which means that further efforts are required as regards all aspects of safety, notably road safety,

G. whereas the EU undertook, in the climate change package, to achieve a 20% reduction in greenhouse gas emissions by 2020 compared to 1990, which remains a binding target,

[1] OJ L 300, 14.11.2009, p. 34.

H. whereas the goals set in the 2001 White Paper have been attained only in part, so that the question of whether they should be maintained or reformulated needs to be examined, and, where proven necessary, efforts to achieve those goals need to be strengthened;

I. whereas problems with transposition, such as late or incorrect transposition, have a considerable impact on the effectiveness of European legislation; whereas, therefore, there is an urgent need for action in this regard,

J. whereas Parliament's work must be consistent, particularly in areas which affect transport policy directly such as, for example, environment and social policy, urban and land use planning and employment and economic policy,

K. whereas the financial and economic crisis has hit the transport sector hard, a situation which should, however, be taken as an opportunity to support and promote the transport industry in a forward-looking way, especially through promoting the sustainability of transport modes and investments in, among other things, rail and waterway transport; whereas this will ensure a more level playing field in the market,

L. whereas, as part of the forthcoming review of the agencies, agencies' added value has to be analysed, as does the need to set up a European transport agency,

M. whereas it is vital for measurable targets to be set for the transport sector, as a way of both monitoring the efficiency of transport policy more effectively and establishing social and economic planning guidelines, as well as demonstrating that the proposed measures are necessary for the implementation of the transport policy put in place,

N. whereas significant developments in research, infrastructure and technology require adjustments to be made to financial resources and instruments,

O. whereas developments in society and in a wide range of economic sectors are giving rise to increased demand in the transport sector, as a result of which all means of transport are vital; whereas, however, these should be measured according to their efficiency in economic, environmental, social and employment policy terms,

P. whereas, in the future, the sustainable interworking of all modes of passenger and freight transport will be necessary in order to achieve safe, sustainable,logistically consistent and therefore efficient transport chains, including multi-modal solutions and the linking of local and long-distance transport,

Social, economic and environmental challenges

1. Is convinced that EU policy in general needs a clear and coherent vision of the future of transport as a sector at the core of the single market, guaranteeing free movement of persons and goods and ensuring territorial cohesion throughout Europe; takes the view that, while continuing to generate a significant part of Europe's sustainable growth and competitiveness, the transport sector must guarantee economic efficiency and develop

within consistently high social and environmental standards;

2. Is convinced that demographic change, in particular in urban areas, will give rise to safety and capacity challenges for transport and mobility, and that the basic right to mobility, ensured by, among other things, improved accessibility and the construction of missing infrastructure links, and the applicability of this right, are crucial in this regard; stresses that, in this context, well-integrated multimodal transport chains including walking and cycling and public transport are the way ahead for urban areas; points out in that connection that in urban areas the existing structure in particular will determine which mode is most appropriate; considers that good public transport links in rural areas will cut down on private car use; calls, in the interest of creating coherent urban and suburban transport systems and retaining the rural population, for the formation of Functional Urban Regions;

3. Asks the Commission to introduce Sustainable Urban Mobility Plans (SUMPs) for cities of more than 100 000 inhabitants and, with due respect for the principle of subsidiarity, encourage cities to draw up mobility plans which propose an integrated transport concept with the objective of reducing environmental damage and making mobility healthier and more efficient;

4. Considers that increasing demand also results, inter alia, in a strain on capacity and reduced efficiency due to infrastructure problems in the field of freight transport, that, primarily, comodal use and the safety of transport users and transported goods should therefore be increased and that a fundamental improvement of the infrastructure, in particular the elimination of bottlenecks known about for years, is essential;

5. Stresses that decarbonising transport is one of the main challenges of future EU transport policy and that all available, sustainable means should be used in order to achieve this, such as an energy mix promoting the research and development of more environmentally friendly technologies and modes, price formation measures and the internalisation of the external costs of all modes of transport, provided that the revenue generated at EU level is used to improve the sustainability of mobility and measures are taken to adapt the behaviour of transport users and professionals (awareness-raising, environmentally friendly behaviour, etc.); underlines that, to this end, the priority development of financial incentives ruling out any distortions of competition between modes of transport and Member States in the process should be undertaken;

6. Recognises that, according to the International Maritime Organisation (IMO), maritime transport emits 3 to 5 times less CO_2 than land transport but is concerned about the expected emissions of SOx and NOx from maritime transport, which will be approximately equivalent to land-based transport by 2020, and the inconclusive attempt by the IMO to put in place a CO_2 emission reduction system;

7. Stresses the need for the general public to be better informed about the consequences of leisure-time travel and calls on the Commission to consider leisure-time travel in its policy approach;

Safety

8. Emphasises that safety must continue to be one of the priority objectives of the future transport policy and that the safety of active and passive users of all transport modes has to be guaranteed; considers it to be of the utmost importance to reduce the health effects of transport, especially through the use of modern technologies, and to ensure the rights of passengers in all transport modes, particularly those with reduced mobility, by means of clear and transparent regulations; supports the creation of a charter of passengers´ rights in the European Union;

9. Calls on the Commission to present a very brief study detailing the best practices of the Member States concerning the impact of speed limiters for all types of vehicles and roads, both urban and inter-urban, with a view to presenting legislative measures aimed at reducing emissions and improving road safety;

10. Underlines the necessity of guaranteeing both personal safety and legal certainty for workers in the transport sector by, among other things, creating a sufficient number of safe and secure parking places and harmonising the enforcement of road transport rules and the sanctions for which they provide; stresses also that the introduction of cross-border enforcement of sanctions will improve road safety for all users;

11. Draws attention to the fact that the provision of parking areas in the trans-European road network (TERN) has not kept pace with the increase in road freight transport, which means that compliance with the permissible driving times and rest periods established for professional drivers, especially during night-time hours, and road safety more generally, will be seriously compromised unless the quality and quantity of rest facilities are improved in the EU Member States;

Efficient comodality

12. Considers that the development of passenger and freight transport as a whole is largely dependent on effective use of the various modes of transport, and that the goal of European transport policy should therefore be efficient comodality, which is closely linked to the decarbonisation, safety and economic aspects of transport; believes that this will lead to an optimal reallocation between the different transport modes and a shift towards more sustainable transport modes, and will provide for interoperability within and between the modes, promote more sustainable transport and logistics chains and modal choices and enhance seamless traffic flows across modes and nodes;

13. Stresses that efficient comodality should be measured not only in terms of cost-effectiveness but also according to criteria of environmental protection, social and employment conditions, safety and territorial cohesion, with attention also being paid to the different technical possibilities and starting levels of the different modes of transport and of the countries, regions and cities in Europe;

14. Underlines that efficient comodality means improving infrastructure – among other things by developing green corridors, reducing bottlenecks and improving rail and waterway transport –, advancing safety through new technologies and improving working conditions;

Completion of the single market

15. Calls for regular reviews of European legislation and its transposition and implementation, with a view to guaranteeing the effectiveness thereof; calls on the Commission consistently to remove the obstacles caused by incorrect or late transposition of European legislation in the Member States;

16. Proposes that in the new framework of the Lisbon Treaty, and with the Commission's consent, at least one joint meeting be held every year with representatives of the national parliaments responsible for transport, with a view to sharing and cooperating to ensure better, more effective implementation of EU transport legislation;

17. Considers that transport plays an essential role in completing the European single market and freedom of movement for persons and goods, and that regulated market opening should be achieved, primarily in the rail transport sector, in all EU Member States; takes the view that this complete market opening will benefit consumers and should be accompanied by measures safeguarding the quality of public services, as well as a long-term investment plan for infrastructure and technical interoperability in order to improve efficiency and safety and measures aimed at avoiding distortions of intra-modal and inter-modal competition, inter alia in the social, fiscal, safety and environmental fields; the internalisation of external social and environmental costs should be carried out gradually, starting with the more polluting road and air transport modes;

18. Calls on the Commission and on Member State authorities to facilitate the completion of the liberalisation of cabotage transport, to reduce the prevalence of empty mileage and to provide for a more sustainable road and rail network in the form of more freight transport hubs;

19. Believes it essential, in order to achieve an efficient maritime transport system that complements other modes, to focus once again on a clear liberalisation process enabling it to be truly competitive;

20. Underlines, with regard to the economic requirements, the importance of genuinely European management of transport infrastructure (freight and passenger rail transport corridors, Single European Sky, ports and their connections with the transport network, maritime area without borders, inland waterways) with a view to eliminating the ‘border effect’ in all transport modes and enhancing the EU’s competitiveness and appeal;

21. Calls for the establishment of a common European reservation system in order to enhance the effectiveness of the various modes of transport and to simplify and increase their interoperability;

22. Underlines that transport has an impact on social, health and security policy and that, in the context of creating a single transport area, employment and working conditions and education and training must be harmonised at a high level and must be continually improved on the basis of an effective social dialogue at European level; stresses that the creation of, inter alia, European training centres and EU centres of excellence in the relevant Member States can contribute to promoting the measurable quality of training and the status of transport sector employees, as well as to the mutual

recognition of training courses;

23. Considers that, in order to achieve greater effectiveness in transport policy, there is a need to evaluate programmes (such as Galileo and ITS for all transport modes) and, depending on the results, strategy and programming should be reoriented as appropriate; sees a consequent need for, among other things, a new road traffic safety programme, further revitalisation of the TEN-Ts, a mid-term review of NAIADES, the urgent and full implementation of the Single European Sky programme, SESAR and the Eight Framework Programme for Research and the continuation of Marco Polo in a simplified form;

European agencies

24. Is of the view that technical interoperability and its financing, European certification, standardisation and mutual recognition are essential elements of an effectively functioning single market, and that their enforcement should figure more prominently among the tasks of the various agencies; underlines that all the agencies should strive for, and swiftly attain, a similarly high level of responsibility and competence and should be evaluated regularly; encourages in particular the development of the full potential of the European Railway Agency, including the progressive assumption by the agency of responsibility for certifying all new rolling stock and railway infrastructure and for regular audits of national safety authorities or equivalent bodies in the Member States, as laid down in Directive 2004/49/EC of 29 April 2004;

25. Underlines that 75% of transport is road-based, and asks for consideration to be given to the need for an agency for road transport, in particular to improve road safety and also to guarantee people's fundamental right to safe mobility by supporting new applications (such as Galileo or equally suitable technologies for intelligent transport systems) and conducting research programmes; considers, in addition, that this agency should be able to take regulatory action if obstacles to a sustainable single market need to be removed;

26. Points out that inland waterway transport is still confronted with a disparate institutional framework and requests the establishment of permanent and structured cooperation between the competent institutions in order to fully exploit the potential of this mode of transport;

Research and technology

27. Calls for a research and technology agenda for the transport sector; considers that this agenda should be drawn up in cooperation with all relevant stakeholders in order to understand the needs of the sector and, accordingly, improve the allocation of EU funding; takes the view that priority should be given to projects to decarbonise transport, increase the transparency of the supply chain and transport safety and security, improve traffic management and reduce administrative burdens;

28. Emphasises that research and development and innovation require support, since they lead to considerable environmental improvements in all transport modes due to a reduction in exhaust gases and traffic noise, improve safety by creating solutions to

ensure better use of existing infrastructure capacity and to reduce traffic bottlenecks, and, not least, result in increased energy independence across the modes in the entire transport network; stresses in this respect that intelligent, interoperable and connected transport organisation and safety systems, such as ERTMS, Galileo, SESAR, ITS and equally appropriate technologies, require support in terms of research and development as well as in their application; calls on the Member States to ensure that all citizen across Europe benefit from these intelligent transport systems; notes that the necessary framework conditions and open standards must be introduced for promising technologies, without giving an undue advantage to any specific technology;

29. Underlines that within the framework of climate protection and EU energy independence, each transport mode should reduce its CO_2 emissions and be supported by research and development in innovative, energy-efficient and clean technologies and renewable energies which leads to, among other things, more sustainable vehicles in all transport modes; considers that this would at the same time strengthen the competitiveness of European companies;

30. Emphasises the need for a uniform definition of relevant terms relating to road safety and accident research, in order to ensure comparability of findings and of any measures that may be implemented;

31. Stresses that harmonising transport documents in line with the latest communication standards, as well as their multimodal and international applicability, can result in a considerable improvement in safety and logistics and a drastic reduction in the administrative burden;

Transport fund and a European transport network

32. Emphasises that an efficient transport policy requires a financial framework that is appropriate to the challenges arising and that, to that end, the current resources for transport and mobility should be increased; considers the following to be necessary:

    a. the creation of a transport fund endowed with resources over and above those already included in the EU budget, to be effected by combining part of the structural and cohesion policy funds and PPPs or other financial instruments, such as guarantees; such a fund should be used at all levels of government to improve transport infrastructure, support TEN-T projects, ensure technical and operational interoperability, support research and promote the implementation of intelligent transport systems in all modes of transport; funding should be guided by transparent award criteria which take account of efficient comodality as referred to in paragraph 5, social policy, security and social, economic and territorial cohesion;
    b. a budget commitment for transport policy under the multiannual financial framework;
    c. the possibility that, in the framework of the Stability and Growth Pact, and with a view to promoting sustainability in the medium and long term, the long-term nature of investments in transport infrastructure, which improves the competitiveness of the economy, is taken into account when calculating the public deficit, as long as the Commission has previously approved it;

d. the use of the fund to require, among other things, cofinancing from revenue generated by the internalisation of external costs;

33. Calls for a coherent and integrated transport policy promoting, inter alia, transport by rail and ship, port policy and public transport by means of financial support which is not measured by competitiveness criteria in line with EU rules on state aids;

34. Considers that the financial and economic crisis must serve as an opportunity to give targeted support to the field of transport and to promote investment in, first and foremost, safe, environment-friendly and therefore sustainable transport through the provision of financial assistance; takes the view that EU investments in transport projects should be taken into consideration in the context of the EU 2020 strategy, since transport and mobility systems afford unique opportunities for creating stable jobs;

35. Is convinced that the definition of a European core network within the overall TEN network, which remains a priority of EU transport policy, should be evaluated according to criteria relating to sustainable development at European and also regional and local levels, and that multimodal platforms and dry ports remain an essential element of infrastructure supply, since they enable effective interconnections to be made between different modes of transport;

36. Is of the opinion that TEN-T projects should remain a priority of EU transport policy and that there is an urgent need to tackle the lack of infrastructure and to overcome the historical and geographical obstacles that remain at borders; underlines that TEN-T should be integrated into a pan-European network with links extending beyond the EU, and considers that this process can be accelerated by stepping up funding;

37. Calls for inland waterway transport infrastructure, inland ports and the multimodal linking of sea ports with the hinterland and rail connections to be given a greater role in European transport policy, as well as greater support, in order to help reduce the environmental impact and increase the safety of EU transport; considers that the environmental performance of inland waterway vessels can be radically improved if new engines equipped with the latest emission control technology are installed;

38. Highlights the need to look at short-sea-shipping and sea-highway projects in a broader context embracing the countries in Europe's immediate geographical environment; points out that this will require a better synergy to be achieved between regional policy, development policy and transport policy;

39. Recognises that regional airports play a crucial role in the development of peripheral and outermost regions by increasing their connectivity with hubs; considers it particularly useful to apply intermodal solutions where possible; takes the view that (high-speed) rail links between airports offer an ideal opportunity to sustainably link different modes of transport.

Transport in a global context

40. Stresses that the creation of a European transport area is an important priority which depends to a large extent on international acceptance under agreements which have yet

to be negotiated for all transport modes, particularly in connection with air and sea transport, and that the EU should play an increasingly formative role in the relevant international bodies;

Measurable targets for 2020

41. Calls for compliance with clearer, more measurable targets to be achieved in 2020 with reference to 2010, and therefore proposes the following:

- a 40% reduction in the number of deaths of and serious injuries to active and passive road transport users, with this target being laid down in both the forthcoming White Paper on Transport and the new Road Safety Action Programme;
- a 40% increase in the provision of parking areas for heavy goods vehicles in the trans-European road network (TERN) in each Member State in order to enhance road safety and ensure compliance with rest periods established for professional drivers;
- a doubling of the number of bus, tram and rail passengers (and, if relevant, ship passengers) and a 20% increase in funding for pedestrian- and cycle-friendly transport concepts, ensuring respect for the rights enshrined in Community legislation, notably the rights of passengers with disabilities and reduced mobility;
- a 20% reduction in CO_2 exhaust emissions from road passenger and freight traffic to be achieved through suitable innovations, the promotion of alternative energies, and logistical optimisation of passenger and freight transport;
- a 20% reduction in the energy used by rail vehicles compared with the 2010 level and capacity and a 40% reduction in diesel use in the rail sector, to be achieved through targeted investments in rail infrastructure electrification;
- fitting an ERTMS-compatible and interoperable automatic train speed control system to all new railway rolling stock commissioned from 2011 onwards, and to all new and rehabilitated link lines starting in 2011; stepping up EU financial efforts for the implementation and extension of the ERTMS deployment plan;
- a 30% reduction in CO_2 emissions from air transport throughout EU airspace by 2020; thereafter, any growth in air transport must be carbon-neutral;
- financial support for the optimisation, development and, where necessary, creation of multimodal connections (platforms) for inland waterway transport, inland ports and rail transport and a 20% increase in the number of such platforms;
- at least 10% of TEN-T funding to be dedicated to inland waterway projects;

42. Calls on the Commission to monitor progress towards reaching these targets and to report annually to Parliament thereon;

43. Instructs its President to forward this resolution to the Council and the Commission.

EXPLANATORY STATEMENT

The transport sector is extremely important for the development of the European Single Market. It will enable Europe-wide freedom of movement for EU citizens and for goods. It is also an essential element of the development of the EU and its regions and has a direct influence on the social cohesion of the regions. For this reason, transport policy must not be regarded as being dissociated from other policy areas. The transport sector represents 10% of the EU's prosperity (as a proportion of gross domestic product) and provides over 10 million jobs; however, it also produces around 25% of total CO2 emissions. This shows that the transport sector is directly linked to regional, environment, economic, social and employment policy.

The tremendous significance of the transport sector means that it is vital to take stock of past experience when preparing for the White Paper which will lay down guidelines for European transport policy in the next 10 years. The 2001 White Paper set a number of targets, for example the transfer of passenger and freight transport from road to rail and ship and halving the number of traffic deaths on the roads by 2010. Although the European Parliament has adopted a large number of legislative measures in the form of regulations and directives in the past 10 years, the targets were only partly achieved. The rapporteur considers that this is also due to problems with transposition in some countries. This is because of:

- deadlines for transposition which are too long, for example in the case of the Driving Licence Directive, complete application of which is not required until 2033,
- additional requirements stipulated by some Member States, which complicate existing rules unnecessarily,
- failure to transpose, or incorrect transposition,
- insufficient monitoring of application by Member States and the lack of a harmonised catalogue of serious breaches.

These past and present problems with transposition must, in the view of the rapporteur, be avoided in future by means of more stringent monitoring.

In addition, the rapporteur is convinced of the importance of coherence, above all in the work done by Parliament. The following examples show the lack of coherence which can sometimes be found in European legislation:

- One of the foundations of transport policy was, inter alia, the promotion of short sea shipping. The decisions of the Climate Change Package of December 2008 could, however, result in the transfer of traffic from the water to the roads if there is an excessive increase in fuel costs.
- Whilst the Euro-VI standards result in lower particulate emissions, they also lead to increased fuel consumption. This is clearly not in line with the requirements of climate protection.
- It is equally inconsistent to keep reiterating the importance of investment in TEN whilst at the same time reducing precisely this funding (50% below the minimum recommendations).

This lack of consistency must be avoided in future by means of thorough assessments of effectiveness taking into account not only economic effects but also the impact on the environment, the labour market and social aspects.

The transport sector is facing major challenges. One of these is the growing and increasingly ageing population. The rapporteur is convinced that increasing population numbers result in serious problems in terms of safety and capacity, since everybody has a fundamental right to benefit from professional and private mobility. This problem affects urban mobility in particular. Fulfilling this right to mobility entails laying down safety standards and ensuring these are complied with when funding is awarded. Transport policy must, above all, guarantee the safety of passengers and of less protected and passive transport users. Adaptation of infrastructure is important in this regard, for example adapting road design for motorcyclists and cyclists.
The attractiveness of sustainable transport links also needs to be improved, for example by means of 'one-tickets', on-line booking, better coordination of timetables in order to simplify changes between means of transport, a passenger rights charter for all modes of transport and price formation measures which, however, respect the subsidiarity of Member States.

The rapporteur sees the increased demand in the freight transport sector as another challenge. In this sector, comodal solutions are required which result in the increased safety of transport users and goods. The creation of a sufficient number of secure parking areas and a tracking system for goods are also important in this context.

Considerations of efficiency should play a key role in future if the challenges facing passenger and freight transport are to be tackled in the long term. The challenges for transport policy result from the tension between economic, social, health and environmental aspects, as well as safety. The rapporteur considers that there should not be straightforward competition between individual modes of transport in future. On the contrary, they should complement each other, on the basis of evidence of improved efficiency in all areas. The principle of modal shift has become obsolete, as technological developments have resulted in such great differences between modes of transport that rail or water-borne transport is not always more environmentally friendly than road transport. 'Effective comodality' should be the way ahead, since it is based not on competition between individual modes of transport but on complementarity subjected to a stringent assessment of effectiveness. According to the assessment, all proposed legislation must be examined in advance to check its effectiveness in terms of economic, environmental, social and safety aspects.
An evaluation of effectiveness should consider not only the different starting points of each mode of transport but also the geographical characteristics and the development of transport and mobility in the regions concerned. The promotion or burdening of certain modes of transport must be measured against the criterion of effectiveness, in conformity with regional development concepts.

The burden on health and the environment caused by transport is another, substantial challenge, especially in the context of the fight against climate change. Decarbonising transport is a significant political goal in this regard and should be tackled with greater commitment in the future. All means which are objectively possible should be applied to attaining this goal. In this context the possibility of internalising external costs needs to be stressed. However, this can make a significant contribution to reducing exhaust gases, noise

and also transport bottlenecks only if two conditions are met: internalising the external costs must cover all modes of transport, and the revenue must be used to improve infrastructure sustainability.

Another challenge concerns the European Single Market. This must be completed. Rail transport, above all, must achieve complete market opening in the future. Obstacles to this, such as incorrect or late transposition of European legislation by Member States or practical obstacles such as overly expensive certification of railways, must be removed as soon as possible. Such obstacles often result from pure protectionism.
Instead, technical coordination and interoperability should be encouraged. The role of the agencies, which have the task of implementing these measures, should be reinforced in this regard.

The rapporteur also stresses the significance of intelligent systems in transport organisation. ITSs must be promoted, as they increase safety and encourage environmentally friendly mobility behaviour. They contribute to a reduction in pollution caused by transport and in noise and encourage energy independence.

However, the effectiveness of European policies also depends on the extent to which Member States are prepared to surrender their national prerogatives in favour of European or even international regulations. This applies to taxation and social policy and to social provisions with regard to all modes of transport. The rapporteur therefore considers that, in the context of a single transport area, there is also a need to create uniform, high-quality employment conditions. This would also mean harmonising education and training. The EU should give all countries the opportunity to create centres of excellence both to reinforce research centres and to improve training standards. This will also contribute to increasing mutual recognition of training programmes.

If the EU is to have a greater say in establishing infrastructure which is lacking or urgently-needed improvements to infrastructure which is part of the European network, more funding must be made available. A transport fund could be set up using existing funding for transport and part of the regional policy funds. Such an increase in transport funding might provide the incentive for undertaking infrastructure work which is needed for specific modes of transport or is required ‘in the European interest’.

In addition, the effects of the financial and economic crisis on the transport sector should not be overlooked, above all because the sector clearly reacted very strongly to the crisis. The rapporteur considers that the crisis should be seen as an opportunity to give targeted support to transport in the future. Investment should be encouraged by means of financial assistance which not only guarantees swift help but also improves environmental performance and safety, and which can therefore make the transport sector sustainable. Not only national instruments but, primarily, instruments at European policy level need to be developed in order to overcome such crises.

The rapporteur is also convinced of the need to create a European core network within the overall TEN network which should be evaluated according to criteria of sustainable development at European and also regional level. These should contain multimodal platforms which would promote sustainable transport in an effective way through the use of suitable

logistics devices contained in the nodes to enable sustainable connections between the various modes of transport.

The rapporteur considers that there is a pressing need for a definition of clear and measurable targets. This would make it easier to review effectiveness in the transport sector, and it would also provide social and economic planning orientation.

Finally, the programmes drawn up for transport need to be reviewed. Transport policy is only effective if its programmes are evaluated and then reoriented or further continued, as appropriate. For example, there is a need for a new road traffic safety programme, a mid-term review of NAIADES and implementation of the Open Sky and Marco Polo programmes.

26.2.2010

OPINION OF THE COMMITTEE ON THE ENVIRONMENT, PUBLIC HEALTH AND FOOD SAFETY

for the Committee on Transport and Tourism

on a sustainable future for transport
(2009/2096(INI))

Rapporteur: Jo Leinen

SUGGESTIONS

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

1. Stresses that the internalisation into transport prices of the external costs of transport (local emissions, CO2 emissions, habitat fragmentation, and health costs) in a fair, non-discriminatory way across the transport modes, graduated by level of pollution, would lead to an environmentally friendly choice of transport mode.

2. Considers that a cultural shift towards more sustainable transport modes is needed, and should be facilitated by a public information policy; considers that revenues from internalisation of transport costs should be primarily reinvested in sustainable transport modes and climate mitigation;

3. Draws attention to the predicted trend towards an increasing degree of urbanisation of our society, hence the increasing importance of spatial planning and and more environmentally friendly local public transport and efficient mass transport systems that are geared to the new technologies and are able to compete with private vehicles in terms of cost, method and journey time, especially with regard to urban transport, but without neglecting rural transport;

4. Considers that good transport links to public services in rural areas will cut down on private car use;

5. Calls, in the interest of creating coherent urban and suburban transport and retaining the rural population, for the formation of Functional Urban Regions;

6. Highlights the importance of checking that the maximum speed limit of 50 km/h is strictly complied with in urban areas; as various studies and research have shown, this has a dual impact: firstly, it reduces pollutant emissions and secondly, the number of accidents and road deaths which are known to affect a substantial percentage of the population in densely inhabited areas;

7. Highlights the need to institutionalise the concept of environmentally friendly driving, or eco-driving, and to make it compulsory when training young drivers, since, by taking simple measures when driving, fuel consumption can demonstrably be reduced by up to 30%, thereby reducing air pollution from CO_2, unburned hydrocarbons (UHC) and fine dust;

8. Considers compliance with air quality norms as laid down in EU legislation as crucial given the increase in respiratory, cardiovascular and other diseases related to air pollution, mainly resulting from transport. Takes the view that, in order to address the issue, preventive measures should be incentivised, for instance by introducing high-quality filters for the ultra-fine solid particles emitted by engines, and that incentives must be provided to renew any of the currently circulating car fleet that is not in line with the European Euro 4, Euro 5 and Euro 6 standards (the latter is due to enter into force in 2014). The reduction in emissions must not be restricted only to vehicles using new technology, i.e. with new engines, but should concern also those already in circulation. Old-generation engines can be adapted by using the new filter, with a view to achieving the low level of ultra-fine solid particles emissions of new vehicles. Favours, in particular in urban contexts, low emission zones (such as 30 areas, i.e. urban areas in which maximum vehicle speed is limited to 30 km/h) and traffic calming measures which provide an incentive for walking and cycling;

9. Points out that noise reduction should get more attention since several different effects thereof have been noticed on human health and quality of life.

10. Calls for, as regards the improvement of quality of life, transport to be adapted to persons with reduced mobility, who have the inalienable right, enshrined in Article 9 of the United Nations Convention on the Rights of Persons with Disabilities, of access to all forms of transport. This is a cornerstone of non-discrimination in the free movement of persons, which also offers economic, cultural and tourism-related benefits.

11. Recognises the fact that road transport has brought down considerably its emissions of particulate matter (PM 10), acidifying substances and ozone precursors, but is still worried about its level of nitrogen oxides and of fine particulates (Term report 2008[1], fig. 5.1). Is however particularly disappointed about its CO_2 emissions, which in the period from 1990 - 2006 increased by 28 %, compared to a reduction of 3 % in the

[1] "Transport at a crossroads. TERM 2008: indicators tracking transport and environment in the European Union" - EEA Report No 3/2009.

other sectors. Considers that the impact of black carbon (soot) particles on global warming should also be taken into account and that particle filtration should be recommended to eliminate that impact in order to at least partly compensate for the increase or insufficient reduction of CO_2 emissions. Calls for freight traffic to be gradually transferred off the roads and onto rail and other energy efficient transport means, pending the construction of new railway lines that are compatible with the existing network's capacity. Calls, in addition, for the building of new interport facilities to be incentivised (which could improve the process of transferring freight from road to rail) and for the functionality of currently existing facilities to be improved;

12. Recognises that according to International Maritime Organisation (IMO), maritime transport emits 3 to 5 times less CO_2 than land transport but is concerned about the expected emissions of SOx and NOx from maritime transport which will be approximately equivalent to land-based transport by 2020, and the inconclusive attempt by the IMO to put in place a CO_2 emission reduction system. Demands the examination of the possibility of including maritime transport in the European Emission Trading Scheme if the IMO negotiations fail and after taking into consideration the international nature of the maritime transport and possible carbon-leakage towards non-EU ports and land transport.

13. Considers Research and Development (R&D) to be key factor in our search for a sustainable future for transport because a radical technological switch can bring about the much-needed emission reductions and the transition to low carbon transport. Urges the Commission and the Member States to identify the drivers for and barriers to possible innovation resulting from R&D and to prioritise investment in environmentally friendly infrastructure ., for example smart grids for electric transport, natural gas/ biomethane from renewable energies and hydrogen distribution networks. Urges the Commission not to neglect the influence of in-vehicle technologies on driver behaviour as a potential contribution to the reduction of fuel consumption/CO_2 emissions.

14. Calls urgently, in the interest of protecting the existing infrastructure – particularly urban public transport – for the subsidy system to be restructured in such a way that at least as much priority is accorded to the maintenance and modernisation of existing lines as has been given to the building of new lines in the past decades;

15. Encourages the Commission to continue its exchange of best practices, for instance in the framework of the Mayors' Convention, the CIVITAS initiative and others, which offer cities the opportunity to learn from each others' practices.

16. Considers that the maintenance, upgrading and intelligent use of existing transport infrastructure must have priority over new construction;

17. Insists on the strengthening public consultation and transparency rules and on an improved implementation and enforcement of environmental impact assessment and nature protection legislation as regards transport infrastructure investments;

18. Recalling its resolution of 23 April 2009 on an action plan on urban mobility[1], recommends the introduction of integrated sustainable urban travel/mobility plans in conurbations with over 100 000 inhabitants and that European financing in the field of urban transport be made conditional on the existence of such plans;

[1] Texts adopted, P6_TA(2009)0307.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	23.2.2010
Result of final vote	+: 43 –: 0 0: 1
Members present for the final vote	János Áder, Elena Oana Antonescu, Paolo Bartolozzi, Sandrine Bélier, Sergio Berlato, Milan Cabrnoch, Esther de Lange, Bas Eickhout, Edite Estrela, Elisabetta Gardini, Gerben-Jan Gerbrandy, Françoise Grossetête, Satu Hassi, Jolanta Emilia Hibner, Dan Jørgensen, Karin Kadenbach, Christa Klaß, Jo Leinen, Peter Liese, Kartika Tamara Liotard, Radvilė Morkūnaitė-Mikulėnienė, Vladko Todorov Panayotov, Gilles Pargneaux, Antonyia Parvanova, Sirpa Pietikäinen, Mario Pirillo, Vittorio Prodi, Frédérique Ries, Oreste Rossi, Daciana Octavia Sârbu, Carl Schlyter, Horst Schnellhardt, Richard Seeber, Theodoros Skylakakis, Bogusław Sonik, Catherine Soullie, Salvatore Tatarella, Anja Weisgerber, Sabine Wils, Marina Yannakoudakis
Substitute(s) present for the final vote	Jutta Haug, Anna Záborská, Elżbieta Katarzyna Łukacijewska
Substitute(s) under Rule 187(2) present for the final vote	Veronica Lope Fontagné

24.2.2010

OPINION OF THE COMMITTEE ON INDUSTRY, RESEARCH AND ENERGY

for the Committee on Transport and Tourism

on a sustainable future for transport
(2009/2096(INI))

Rapporteur: Antonio Cancian

SUGGESTIONS

The Committee on Industry, Research and Energy calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Stresses that the mobility sector is of crucial importance for Europe: firstly, efficient and sustainable transport boosts the performance of the economy and enables people to participate in social life, and secondly the mobility sector is a core sector of European industry, providing many jobs;

2. Notes that energy efficiency in the various modes of transport has increased over the past few years, resulting in a substantial reduction in CO_2 emissions per km; considers, however, that the relative improvements with regard to harmful emissions have been neutralised by a constant increase in demand in the transport sector, especially road transport; points out that urban congestion is responsible for 40% of CO_2 emissions and 70% of remaining pollutant emissions produced by vehicles, making it the second biggest source of NO_x and PM_{10} emissions, which are particularly harmful to human health; points to the need to apply the most advanced emission reduction technologies not just to newly manufactured vehicles, but to all vehicles currently on the road; maintains that any new solutions to decrease CO_2 emissions in road transport should be considered without any preconditions;

3. Stresses that the transport system must provide customers with the best possible mobility choices, combining sustainable solutions with an efficient service; notes that better integration of the various transport modes will improve the overall efficiency of the transport system;

4. Considers the development of maritime corridors and sea and rail transport as cheaper and more ecological modes of transport to be a priority;

5. Takes the view that only by developing an interoperable and co-modal European transport system will it be possible to increase energy efficiency; stresses the urgency of rapidly increasing interoperability and, in this regard, the importance of internalising external costs as a possible additional solution for restoring balance in the use of the various transport modes and for promoting, where possible, the use of less polluting modes of transport and alternative energy sources ranging from all types of gaseous and liquid fuels, such as LPG, LNG and CNG, to electricity, thus reducing the energy requirements of the European transport system as well as CO_2, NO_x, and PM_{10} emissions; supports in particular electric-powered mobility with a view to boosting the use of low-CO_2 technologies and achieving overall efficiency in the transport system;

6. Recognises the importance of the public sector in improving public access to less polluting public transport services, in developing basic economic sectors, particularly the energy sector, in industry and tourism, in promoting economic, social and regional cohesion, and in strengthening the state's role in market regulation, participation and intervention in cooperation with users' organisations, taking the lead in supplying services of general interest; stresses that, in most cases, public-private partnerships in this sector serve only to make business easier for economic groups and provide cover for privatisations that harm the interests of the public and of public transport service users;

7. Is of the opinion that the information and communication technologies (ICT), in conjunction with the satellite navigation systems Galileo and EGNOS, will allow traffic flows to be optimised, thus reducing urban and interurban congestion, and will also help to lower noxious emissions and the number of road accidents; notes that too many heavy vehicles often travel empty, or partially empty, pointlessly blocking the roads and making them more dangerous, and that the number of passenger cars with only one person on board is on the increase, resulting in heavier car traffic and much heavier fuel consumption; calls on the Member States to adopt policies to support the demand for innovation from private users in the transport and logistics sector;

8. Notes that the necessary framework conditions and open standards must be introduced for promising technologies, without giving an undue advantage to any specific technology;

9. Takes the view that, in order to improve safety for all road users, urban development should take account of more sustainable urban and inter-urban mobility;

10. Stresses the logistical importance of intermodal intelligent information systems and transport development; welcomes the various initiatives taken at Community level (such as SESAR, ERTMS, RIS and SafeSeaNet); calls on the Member States to step up their investment in infrastructure, with the aim of making transport accessible to all, especially to persons with reduced mobility, and intermodal intelligent transport systems, to promote the use of public transport and to introduce interoperable pricing with the issuing of multimodal tickets in order to optimise the use and interoperability of the various transport modes, to reduce energy consumption and improve road and overall vehicle safety through the introduction of advanced technologies;

11. Points to the importance of electric mobility not only as a means of improving the energy efficiency of transport as a whole, but also as a way to incorporate renewable energy

sources into the electricity system, thus enhancing its efficiency; calls on the Commission and the Member States expressly to commit themselves, with the support of local authorities, to projects serving to demonstrate the viability – in technical and energy terms – of electric mobility in urban environments and to provide a basis for regulatory measures to encourage the requisite technology;

12. Notes the importance of developing an 'Internet of things' to improve the safety of infrastructure and vehicles, improve user information, speed up the sorting of goods and reduce the relevant bureaucratic procedures;

13. Welcomes the progress achieved as regards road safety through the use of new technologies and radio navigation systems, combined with increasingly more stringent technical design standards intended, for example, to protect pedestrians; points out, however, that the target set in the 2001 White Paper, whereby the number of road accident victims was to be halved by 2010, has not been met;

14. Calls on the Commission, with a view to strengthening the sustainable, low-carbon mobility sector, to develop an integrated policy which joins up thinking on innovations such as Intelligent Transport Systems (ITS), on research promotion, on competition law, on internal market rules (e.g. cabotage) and on logistics policy, and brings these policy areas together;

15. Urges the industry and research institutes to widen the range of, and further develop, internationally competitive European technologies to improve the safety and eco-compatibility of all types of vehicles, whether for private use or for public and commercial use;

16. Urges car and heavy goods vehicle manufacturers to apply the available technologies with a view to obtaining basic information about vehicle-road interaction and weather conditions, and to make wide use of the in-vehicle system enabling key data (speed, navigation, driving time, etc.) to be projected onto the windscreen, the object being to encourage environmentally sustainable driving behaviour; calls on the Member States to promote new information and education campaigns aimed at road users;

17. Encourages the Commission and the Member States to strengthen research in the transport sector by increasing R&D expenditures on new technologies, safety and sustainable mobility, to adopt positive measures in order to foster the use of less polluting modes of transport, to improve logistics and existing infrastructure, to complete within a short time frame the TEN-T projects that have already been financed, and to plan future transport networks in an integrated, consistent manner in keeping with the implementation of the Lisbon Agenda;

18. Shares the Commission’s view that completion of the internal market needs to be complemented by liberalisation of the transport sector, especially rail transport; believes that in the transport sector, as in other sectors, the rules making for genuinely free competition should be enforced fairly and common provisions applied in order to afford access to the market or, at the very least, guarantee reciprocity; hopes that, where transport and energy policy are concerned, and in its relations with non-member countries, Europe will speak with one voice;

19. Calls for the establishment of a common European reservation system in order to enhance the effectiveness of the various modes of transport and to simplify and increase their interoperability;

20. Calls on the Commission and the Member States to strengthen sustainable cross-border transport projects with European Neighbourhood Policy countries, especially Ukraine, as the lack of properly functioning interconnections between train, road and inland waterways networks is a major factor in the almost total reliance on the use of heavy goods vehicles on regional roads;

21. Calls on the Commission and the Member States to make significant efforts to rapidly implement the standardisation of innovation in the mobility sector, so as to speed up the arrival on the market of new technology, e.g. in the field of e-mobility;

22. Encourages the Commission to promote policies which would foster the production and use of zero-emission vehicles, such as electrical vehicles, in Europe;

23. Takes the view that the development of sustainable transport should form part of the EU 2020 strategy;

24. Notes that substantial progress has been made in implementing TEN-T projects; is of the opinion that TEN-T projects should remain at the core of EU transport policy, in particular projects which are planned or being implemented in the most isolated EU regions, which lack the necessary transport infrastructure and interconnections with the rest of Europe for the carriage of both people and goods;

25. Stresses the need for a fully liberalised rail sector with a view to increasing its competitiveness with other modes of transport by improving diversity of service operators, quality and service.

26. Calls on the Commission to present a follow-up strategy with clearly defined actions to combat road accidents more effectively;

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	23.2.2010
Result of final vote	+: 46 –: 3 0: 1
Members present for the final vote	Jean-Pierre Audy, Zigmantas Balčytis, Zoltán Balczó, Ivo Belet, Bendt Bendtsen, Reinhard Bütikofer, Maria Da Graça Carvalho, Jorgo Chatzimarkakis, Giles Chichester, Christian Ehler, Lena Ek, Ioan Enciu, Norbert Glante, Fiona Hall, Romana Jordan Cizelj, Arturs Krišjānis Kariņš, Lena Kolarska-Bobińska, Bogdan Kazimierz Marcinkiewicz, Marisa Matias, Judith A. Merkies, Angelika Niebler, Jaroslav Paška, Anni Podimata, Miloslav Ransdorf, Herbert Reul, Teresa Riera Madurell, Paul Rübig, Amalia Sartori, Francisco Sosa Wagner, Konrad Szymański, Britta Thomsen, Evžen Tošenovský, Ioannis A. Tsoukalas, Claude Turmes, Niki Tzavela, Vladimir Urutchev, Kathleen Van Brempt, Alejo Vidal-Quadras
Substitute(s) present for the final vote	Antonio Cancian, António Fernando Correia De Campos, Ilda Figueiredo, Yannick Jadot, Oriol Junqueras Vies, Ivailo Kalfin, Silvana Koch-Mehrin, Bernd Lange, Alajos Mészáros, Tiziano Motti, Vladko Todorov Panayotov, Silvia-Adriana Ţicău

24.2.2010

OPINION OF THE COMMITTEE ON REGIONAL DEVELOPMENT

for the Committee on Transport and Tourism

on a sustainable future for transport
(2009/2096(INI))

Rapporteur: Seán Kelly

SUGGESTIONS

The Committee on Regional Development calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

1. Calls on the Commission to draw up a strategy for the implementation of a sustainable transport policy in the EU, based on the relationship between cohesion and transport policy in achieving the broader goal of sustainable regional development and territorial cohesion throughout the EU;

2. Notes that an integrated and coordinated approach to infrastructure planning, project financing and development plays a central role in developing a competitive and sustainable transport sector; stresses that local and regional authorities often cannot meet transport challenges without cooperation, and calls on the Member States, therefore, to cooperate actively with the stakeholders in the policy development and implementation process;

3. Calls on the Commission to take into account the role that cohesion policy plays in developing transport infrastructure by prioritising networks and not merely stand-alone projects; takes the view that networks should be based on a socio-economic analysis which takes into account demand and traffic flow as well as social and territorial aspects; considers that use of Intelligent Transport Systems contributes to the development of transport infrastructures in terms of safety, sustainability and efficiency; asks that transport projects co-financed from the Structural Funds and Cohesion Fund be oriented towards pursuing the goal of balanced development and achieving greater territorial cohesion and calls for a better coordination between Community Funds and national funds;

4. Highlights the added value of interregional, cross-border and transnational cooperation in addressing challenges faced by the transport sector; calls, therefore, for the trans-border considerations to be taken into account in future transport policy; highlights the importance of the TEN-T priority axes and also underlines the important role of transport with regard to the development of macro-regions;

5. Notes the increasing trend of urbanisation in Europe; stresses the need to ensure high quality and accessible transport services for citizens in urban areas; highlights the EU's role in fostering cooperation between urban areas to allow sharing and exchanging of best practice in order to make transport systems more sustainable; urges the local authorities to promote the most ecological form of public transport possible; stresses, in this connection, the significance of the Action Plan on Urban Mobility adopted on 30 September 2009, and expects the measures proposed therein to be introduced swiftly;

6. Highlights the need for adequate research in the field of transport innovation, with the aim of, among other things, reducing energy consumption and carbon emissions and increasing the use of renewable energies;

7. Highlights the primary importance of road traffic and road expansion for the connection and competitiveness of regional businesses; stresses, in particular, the importance of road links for the economic development of peripheral and outermost regions; recognises the central role which efficient road freight plays in a sustainable transport mix; calls on the Commission and Member State authorities to facilitate the completion of the liberalisation of cabotage transport, to reduce the prevalence of empty mileage and to provide for a more sustainable road and rail network in the form of more freight transport hubs;

8. Notes that rail liberalisation is linked with the challenge of reducing greenhouse gas emissions from the transport sector as a whole and promoting regional development; notes that liberalisation must not influence the competitiveness of rail transport vis-à-vis road transport and that it is necessary to give particular attention to ensuring that peripheral regions improve their rail connectivity;

9. Stresses the importance of developing short-sea shipping as well as freshwater traffic in rivers and lakes as a sustainable mode of transport which can also improve the connectivity and development of peripheral, insular and outermost regions; stresses the need for consultations and discussions to be held on the specific transport issues facing archipelago regions; highlights the need to look at short-sea-shipping and sea-highway projects in a broader context embracing the countries in Europe's immediate geographical environment; points out that this will require a better synergy to be achieved between regional policy, development policy and transport policy;

10. Recognises that regional airports play a crucial role in the development of peripheral and outermost regions by increasing their connectivity with hubs; considers it particularly useful to apply intermodal solutions where possible and identify innovative financial solutions to facilitate the modernisation of these airports; takes the view that (high-speed) rail links between airports offer an ideal opportunity to sustainably link different modes of transport.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	22.2.2010
Result of final vote	+: 33 –: 5 0: 2
Members present for the final vote	François Alfonsi, Luís Paulo Alves, Charalampos Angourakis, Catherine Bearder, Jean-Paul Besset, Sophie Briard Auconie, Zuzana Brzobohatá, Alain Cadec, Ricardo Cortés Lastra, Tamás Deutsch, Rosa Estaràs Ferragut, Seán Kelly, Evgeni Kirilov, Constanze Angela Krehl, Petru Constantin Luhan, Elżbieta Katarzyna Łukacijewska, Ramona Nicole Mănescu, Iosif Matula, Miroslav Mikolášik, Lambert van Nistelrooij, Franz Obermayr, Jan Olbrycht, Wojciech Michał Olejniczak, Markus Pieper, Tomasz Piotr Poręba, Nuno Teixeira, Michael Theurer, Michail Tremopoulos, Viktor Uspaskich, Oldřich Vlasák, Kerstin Westphal, Hermann Winkler, Joachim Zeller
Substitute(s) present for the final vote	Vasilica Viorica Dăncilă, Karin Kadenbach, Lena Kolarska-Bobińska, Heide Rühle, Marie-Thérèse Sanchez-Schmid, Peter Simon, Evžen Tošenovský

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	1.6.2010
Result of final vote	+: 40 –: 0 0: 0
Members present for the final vote	Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Antonio Cancian, Michael Cramer, Ryszard Czarnecki, Luis de Grandes Pascual, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Carlo Fidanza, Knut Fleckenstein, Mathieu Grosch, Ville Itälä, Dieter-Lebrecht Koch, Georgios Koumoutsakos, Werner Kuhn, Jörg Leichtfried, Eva Lichtenberger, Marian-Jean Marinescu, Gesine Meissner, Vilja Savisaar, Olga Sehnalová, Brian Simpson, Dirk Sterckx, Silvia-Adriana Ţicău, Thomas Ulmer, Thomas Ulmer, Dominique Vlasto, Roberts Zīle
Substitute(s) present for the final vote	Jean-Paul Besset, Spyros Danellis, Tanja Fajon, Markus Ferber, Nathalie Griesbeck, Gilles Pargneaux, Alfreds Rubiks, Salvatore Tatarella, Oldřich Vlasák, Sabine Wils