



**Resolution 938 (1990)<sup>1</sup>**

## **Reply to the 34th and 35th annual reports of the European Conference of Ministers of Transport (ECMT) (1987 and 1988)**

Parliamentary Assembly

The Assembly,

1. Having regard to the 34th and 35th annual reports of ECMT (Docs. 6063 and 6066), the report by its Committee on Economic Affairs and Development in reply thereto (Doc. 6161) and the opinion presented by its Committee on the Environment, Regional Planning and Local Authorities (Doc. 6164) ;
2. Realising that future economic integration and growth in Europe will result in further strain on the continent's transport facilities, in particular its roads, airports and airspace ;
3. Believing therefore that Europe stands before major challenges in the transport field in the coming years, among which three stand out as requiring the most urgent attention : integration in the Council of Europe area, East-West co-operation and the mastering of environmental problems connected with transport ;
4. Recognising that Europe's roads in particular have become so congested and place such a burden on the environment that greater attention must now be paid to the potential of railroad and maritime transport ;
5. Realising, however, that, for such policies to succeed, new price relationships may have to be established, which better reflect the "external costs" to society and to the environment connected with different modes of transport ;
6. Believing, on the other hand, that major infrastructure investments are needed to permit a development of this kind, especially at the road/rail, port/rail and port/road interfaces ;
7. Regretting the tragic increase in the number of road accidents in Europe in the last few years, and believing that this reflects a lack of preventive measures in areas such as driving behaviour, traffic control and flow management, traffic segregation, inspection of vehicles and accident research ;
8. Welcoming Switzerland's ambitious project "Rail 2000" and other recent initiatives aiming at a vast expansion of the country's capacity to transport goods by rail through the Alps ;
9. Expressing its understanding of the action taken by that country and by Austria to protect the fragile Alpine environment and spare hard-pressed populations, and voicing its concern in particular about retaliatory measures envisaged against Austria,
10. Invites the member states of ECMT and of the Council of Europe :
  - 10.1. to use fully the framework offered by ECMT for co-ordinating any transport issues going beyond the purely national level, and to establish, within ECMT, a coherent European transport policy involving both member and non-member countries of the European Community ;
  - 10.2. to avoid in particular any division of Europe arising in the field of transport out of the European Community's plan to complete its internal market by 1993 ;

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1. Assembly debate on 1 February 1990 (28th Sitting) (see Doc. 6161, report of the Committee on Economic Affairs and Development, Rapporteur : Mr Aho ; and Doc. 6164, opinion of the Committee on the Environment, Regional Planning and Local Authorities, Rapporteur : Mr Bösch). Text adopted by the Assembly on 1 February 1990 (28th Sitting).



- 10.3. to support ECMT's efforts to expand relations with Central and East European countries, and to integrate the latter's transport system with that of Western Europe, and to enlist also the resources and expertise offered by the United Nations Economic Commission for Europe for this purpose ;
  - 10.4. to associate closely, to this end, Central and East European countries with the work of ECMT ;
  - 10.5. to use as a criterion for future policies not only the cost-efficiency of a given mode of transport, but also its compatibility with a clean environment, signifying that economic gain may sometimes have to be sacrificed in order to maximise the social and environmental benefit ;
  - 10.6. to assure the containment of traffic and transport demand through greater rationalisation, avoidance of empty journeys and increased controls to prevent abuse of international subsidy provisions ;
  - 10.7. to engage in genuine, Europe-wide integration of Europe's rail network which, in spite of its great potential, handles less than one-fifth of the goods transported in the ECMT area and which is largely operated on an increasingly outdated, nation-by-nation basis, paying special attention to the development of appropriate East-West rail links ;
  - 10.8. to develop a pan-European approach to transalpine traffic, taking account, by means of special regulations, of the special topographical and ecological situation of the Alpine countries ;
  - 10.9. to assist Alpine countries in their efforts to make transalpine transport as largely rail-bound as possible, through "combined transport" or "piggy-back" (lorries on trains) ;
  - 10.10. to intensify efforts to connect Europe's major cities by integrated high-speed train links, this being the only long-term remedy against congested roads and airports ;
  - 10.11. to make greater use of Europe's underused rivers, canals and seas, which constitute by far the most energy-efficient means of transport, to undertake the infrastructure investments necessary therefor, and to consider extending ECMT's competence to include also maritime transport ;
  - 10.12. to define overall legislative and fiscal provisions favouring a shift to rail of goods transport ;
  - 10.13. to increase their investments in "combined transport", that is to say the increased use of rail and, where applicable, water transport at various stages of road conveyance, and to harmonise all standards relevant to this end, such as the size of containers ;
  - 10.14. to support ECMT in its intensive and longstanding efforts to bring down the number of people killed or injured on the road, in particular by influencing driving behaviour ;
  - 10.15. to entrust ECMT with the task of finding solutions to environmental problems connected with transport and, to this end, to focus on stricter exhaust and noise standards for all motor - and especially diesel - vehicles, low-polluting and low-noise propulsion techniques for road vehicles and the reduction of pollutants in fuel ;
  - 10.16. to ask ECMT to promote the general lowering of speed limits, both within and outside built-up areas, in connection with the consequences for the gravity of accidents, fuel consumption and atmospheric pollution ;
  - 10.17. to achieve a revised version of the ECMT-wide European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR), in the absence of which the rules governing the working conditions of drivers will be different between countries of the European Community and those outside ;
11. Calls on the member states of the European Community and of EFTA to set the highest possible joint standards for environmental protection relating to transport, in particular through a reduction of pollution by motor vehicles.