

**RESOLUTION No. 47  
ON TRANSPORT AND THE ENVIRONMENT**

[CM(83)26 Final]

The Council of Ministers of the ECMT, meeting in Paris on 24th November 1983,

**HAVING REGARD** to the Report on Transport and the Environment [CM(82)16] considered by the Council at its 55th Session in Dublin on 25th and 26 May 1982;

**HAVING REGARD** to the conclusions of the discussion at that Council Meeting:

**RECOGNISING:**

1. The need to include in the definition of land transport policy in Europe all the factors that condition the carrying on of transport activities and in particular all the economic and social constraints it has to contend with in order to perform its function to the full;
2. The harm that may be caused to the environment by transport activities not only by way of infrastructure construction and characteristics but also as a result of traffic and vehicle movement;
3. The importance that the population of Member countries attach to environmental protection, which affects their living conditions, and the consequent need for all authorities to take this concern for the quality of life into account in all their policy decisions;
4. The importance of efficiently organised transport as an essential part of the response to the basic economic and social needs of people of our time, together with the care to ensure balanced regional development both in goods transport and the movement of people;
5. The need, in the light of each country's own concerns, to seek the best compromise between protection of the environment and the efficient operation of international transport without discrimination between national and foreign transport operators.

**CONSIDERS:**

1. That although environmental protection should be one factor in the definition of transport policy, it is also important to bear in mind that transport objectives and those concerning the protection of the environment cannot be subordinated to each other, and the technical measures required should take into account, in the best possible way, both these constraints;
2. That, this being so, the aim must be to find the right balance between the two;

**RECOMMENDS**, therefore, that ECMT Member countries should adopt the following principles when including environmental protection problems in their definition of transport policy:

1. The principle of the prevention of transport-caused disamenities, this principle to be applied:
  - a) in the choice, design and implementation of *infrastructure investment projects*;
  - b) in active efforts to reduce and if possible eliminate disamenities caused by vehicles through the internationally co-ordinated introduction of vehicle design and performance standards geared to what is economically and technically possible, and with due regard to the possibility that individual countries may adopt stricter standards when the specific situation requires;
  - c) in traffic regulation or management, for example:
    - speed limits
    - bans on traffic
    - compulsory (by-passing) routes;
  - d) in the use of the various *transport modes*, for example:
    - in urban areas, preference given to public transport;
    - for freight transport, full use of the potential of combined transport.
2. The principle of full consultation, aimed at establishing a dialogue in the form appropriate to each country for all transport infrastructure questions and projects and the use of such infrastructures that could harm the environment. This consultation should also include the reaching of agreement between governments when decisions have to be taken about infrastructures or traffic measures that affect international transport;
3. Applications of the polluter pays principle, taking due account of responsibilities and economic and technical possibilities, and recognising that the allowance for residual transport disamenities in any charging system, principally for the use of infrastructure, is not a justification for the persistence of abnormal situations from the environmental standpoint.

**INSTRUCTS** the Committee of Deputies:

- to keep under review the problems of transport and the environment in the light of the above considerations and to arrange for any necessary studies to be carried out by the ECMT;
- to maintain close liaison with the international organisations dealing more specifically with environmental protection, with the backing of the Secretary-General of the Conference responsible, as he is, for upholding the ECMT's viewpoint vis-à-vis the other international organisations;
- to find working arrangements in the ECMT by means of which the specific problems of environmental protection in each Member country may be made the subject of a consensus that will avoid any discrimination based on the nationality of the carrier.