CRETE DECLARATION

16 March 1994

The representatives of the governments and parliaments of the European countries, of institutions of the European Community and of the intergovernmental organisations responsible for transport meeting in Crete from 14 to 16 March 1994 for the Second Pan-European Transport Conference,

HAVING REGARD to the Prague Declaration of 31 October 1991 on an all-European transport policy,

HAVING REGARD to the results of the recent transport conferences covering five regions - the Baltic Sea, the Barents Sea, Central Europe, South-eastern Europe and the Mediterranean,

HAVING REGARD to the resolution of the European Parliament on further steps towards an All-European transport policy (A3-0066/94),

WHEREAS the economic, technological, safety and environmental aspects of transport policy confront all European countries with new challenges, and the changes in central and eastern Europe and the transport situation in the Mediterranean region require closer collaboration,

HAVING REGARD to the initiatives taken in various parts of the European continent to establish a global approach to transport services and systems with a view to their integrated and sustainable development, in particular the European Commission’s White Paper on the future development of the common transport policy,

WHEREAS transport co-operation in Europe necessitates the gradual opening of internal markets to third countries and the defence of the principles of a social market economy with free and fair competition,

WHEREAS the achievement of a coherent efficient pan-European transport system requires harmonisation of national transport regulations, border-crossing facilitation, co-ordinated infrastructure development and an expanded research effort.

A. Welcome the steps taken hitherto to develop a Europe-wide transport policy:

1. The establishment of the legislation necessary for the completion of the European Community’s single market, and the entry into force of the provisions of the EC Treaty on transport safety and trans-European infrastructure networks.
2. The agreement on the European Economic Area extends the application of the laws governing European Community transport policy to all signatories and provides for the consultation of those EEA countries which are not members of the European Community on future Community laws.

3. The current transit agreements concluded between the European Community, Switzerland, Austria, and Slovenia facilitate traffic, taking into account the necessary modernisation of transport infrastructure, combined transport and ecological factors.

4. Transport is one of the main areas covered in:
   – the Europe Agreements signed between the European Community and Poland, Hungary, the Czech Republic, Slovakia, Bulgaria and Romania;
   – the Trade and Co-operation Agreements signed between the European Union and Slovenia, Albania, Estonia, Latvia and Lithuania and the Partnership Co-operation Agreements currently being negotiated with Russia, the Ukraine and Belarus;
   – the Association Agreement between the European Union and Turkey;
   – the TACIS and PHARE aid programmes for Central and Eastern Europe and the Newly Independent States.

5. The international legally binding Agreements and Conventions elaborated in the framework of the United Nations Economic Commission for Europe and the Resolution adopted by the European Conference of Ministers of Transport and the European Civil Aviation Conference provide an important contribution to the Europe-wide transport policy by establishing commonly accepted provisions and standards in their respective fields of competence.

B. **Consider that a Europe-wide transport policy must be developed as a comprehensive whole, taking full account of the following:**

1. Transport policy should be organised on a social market economy and free and fair competition basis in all the participating states and at European Community level; the progressive freeing of access to the transport market and to the transport of passengers and freight offered on national territory should go ahead on a reciprocal and mutually advantageous basis and in accordance with the progress made in achieving free movement of goods and passengers within the national territories and in harmonising the conditions of competition.

2. Transport policy should emphasize the specific advantages of different forms and modes of transport for dealing with current problems such as congestion, safety and environmental damage, and recognize their essential complementarity.

3. Transport policy should therefore promote the development of public transport, taking account of public service obligations, rail transport, short-sea shipping, inland waterways and combined transport, while recognizing that road transport will continue to play a very substantial role.
4. Convergence of provisions laid down by laws, regulations or administrative action should be sought in so far as it is a prerequisite of an integrated Europe-wide transport policy; social, energy and environmental requirements and safety standards should be laid down at the highest feasible level; border crossing should be made easier; the compatibility of technical systems (especially intermodal transport technology) should be ensured; fiscal policy measures should conform to the comprehensive transport concept and contribute to its implementation.

5. There should be co-ordinated planning to ensure the integrated, Europe-wide development of transport infrastructure, particularly its rapid modernisation and interoperability, whilst taking regional interests fully into account.

C. Agree on the following approach to further work on framing a Europe-wide transport policy and taking into account the following points in pursuing their efforts to develop an coherent transport system in Europe:

1. Transport should be developed in accordance with the principles of the social market economy and free and fair competition within a general framework of laws to correct market failures to protect the public interest.

   1.1 In particular, the final aim should be to remove discrimination against carriers or transport operations originating in the territory of another European State, provided that operating conditions ensure equal terms and on the basis of reciprocity.

   1.2 Competition should be regulated in accordance with regulations applying to all undertakings and implemented on an equal basis.

   1.3 Prices of transport services should be allowed progressively to be set by market forces.

   1.4 Progressive liberalisation of access to national or regional transport markets should be encouraged on a reciprocal and mutually advantageous basis and in accordance with the progress made in harmonising the conditions of competition.

   1.5 Steps should be taken where necessary to establish consultative mechanisms for social dialogue within the context of pan-European co-operation on transport policy.

2. Laws, regulations and administrative provisions in the transport sector should be made mutually compatible in such a way that a coherent, Europe-wide transport system may be established in the medium term.

   2.1 Particular care should be taken to ensure that any new provisions are compatible with the results of harmonisation within the European Community and the European Economic Area or by the European Conference of Ministers of Transport, the UN Economic Commission for Europe, and the European Civil Aviation Conference.

   2.2 When introducing new technical systems, maximum compatibility with those introduced or to be introduced by other states or regions should be sought; uniform technical standards to ensure interoperability should be established especially for multimodal transport systems, and co-ordinated measures taken to encourage and develop them.
2.3 Social provisions in the transport sector should be progressively adjusted where necessary to achieve acceptable working conditions.

2.4 In order to achieve a more equitable balance between the different modes of transport, charges in the transport sector should be adjusted so that they cover at least the costs of providing the infrastructure, with increasing account being taken of external cost factors.

2.5 Regulations governing safety and environmental protection in the transport sector should be progressively adjusted to those European standards providing high levels of protection.

3. The crossing of borders should be made progressively easier, until all necessary obstacles to transport have been removed.

3.1 Any measures agreed upon in the framework of the European Community, the European Economic Area, the European Conference of Ministers of Transport and the UN Economic Commission for Europe should be fully implemented as quickly as possible.

3.2 In particular, the opening times of border crossing posts should be adjusted to meet demand and, as far as possible, checkpoints should be amalgamated.

3.3 Documents required for border crossings should be further simplified and standardised, using modern data processing technology.

3.4 Whilst recognizing that there may be a need to retain some controls on the periphery and at external frontiers, checks should, as far as possible, be restricted to the transport documents themselves.

3.5 The authorities in question should be instructed to carry out checks in such a way as to impede the flow of traffic as little as possible, particularly by diverting vehicles being checked from the carriageway.

4. There should be collaboration on developing and implementing trans-European networks, with due consideration being given to their interconnection and interoperability, with economically weaker regions being supported where necessary.

4.1 The report on a set of indicative guidelines which covers the main infrastructure corridors for the various modes of transport is hereby considered as a starting point for future work on coherent infrastructure development at pan-European level.

4.2 There should be co-operation in identifying, on the basis of the work carried out, particularly in the European Community, the European Conference of Ministers of Transport, the UN Economic Commission for Europe and the European Civil Aviation Conference, missing links, bottlenecks and poorly integrated regions along these corridors in co-operation with the international financial institutions.
4.3 There should be co-operation in assessing the results of research into and trials of new information and traffic management systems and measures to co-ordinate their implementation should be enacted.

4.4 Information about possible new sources of funding should be exchanged and authorities should co-operate in their efforts to seek the best possible use of funds available from such sources.

4.5 Appropriate assistance in developing sources of private capital to fund investment in transport infrastructure should be mutually provided.

5. The necessary action should be taken to ensure that the transport of dangerous goods is made under safe and environmentally sound conditions; with regard to the transport of dangerous goods, the major international agreements which have been established on the basis of the United Nations’ Recommendations on the Transport of Dangerous Goods should be strictly applied as a minimum.

6. There should be collaboration on developing capacity in data collection, programme and project appraisal, and on policy analysis required for effective pan-European transport policy and development.

7. The standardisation and exchange of statistical information should be promoted and the joint efforts being made by the European Community, the European Conference of Ministers of Transport and the UN Economic Commission for Europe to prepare and implement a joint statistical questionnaire supported.

8. An increased and co-ordinated effort in research and development is considered essential to improve the efficiency of the European transport system and to confront at the same time the problems of congestion, safety and environmental damage; in order to realise to the full extent complementarity between modes of transport, the development and application of new technologies to ensure interoperability of networks is important; in addition, in the short and medium term common applications of existing technologies to transport in particular in the area of traffic management should be aimed at and common technical standards applied.

9. The following priority action with regard to the individual transport modes should be taken, in accordance with supranational or international instruments where appropriate.

9.1 With regard to rail transport, railway companies should be placed increasingly under market conditions with independent management and their own balanced budgets and technical modernisation including the use of modern information technology continued; greater priority should be given to combined transport and high speed technology.

9.2 With regard to road transport, the development of a healthy market structure with free and fair competition, viable companies and acceptable social conditions should be the aim; priority should be given to action to improve safety, reduce damage to the environment and co-ordinate the introduction of traffic management systems.

9.3 Encouragement should be given to the development of inland waterway transport, which is both energy-efficient and environmentally friendly, and its integration into multimodal traffic systems.
9.4 In the field of civil aviation the extension to other European States of the application of Community principles should be studied, in order to see if the opportunities stemming from market liberalisation could progressively be made available to all European States; airport capacity should be developed to be able to keep up with demand while remaining environmentally compatible and safeguarding access to remote areas; consistent with the ECAC Air Traffic Control Harmonisation and Integration Programme (EATCHIP Strategy) which is being implemented through EUROCONTROL, and the Airports/Air Traffic System Interface (APATSI) programme, uniform European technical standards for the modernisation of air traffic control installations, and for staff training should be applied; investments should be co-ordinated to ensure consistency with the agreed organisation of airspace in order to avoid duplication; common Upper Airspace Centre(s) should be implemented when possible.

9.5 In the field of maritime transport, the principle of free and fair competition on a commercial base should be observed, while respecting international commitments; as a minimum the relevant IMO and ILO conventions should be adhered to and enforced strictly; measures of Port State Control should be applied strictly, and the strengthening of the Memorandum of Understanding supported; there should be co-operation in respect of action within the international organisations; action to further develop short-sea shipping in the context of sustainable mobility should be co-ordinated.

D. Confirm their resolve to take specific steps to bring about co-operation between the European Community and the other countries of Europe in a pragmatic way which can serve as an example to other sectors, and confirm their desire to take specific measures, in the framework of their competence and in accordance with their procedures, to draw up, and devise a system for the monitoring of, a “Set of Agreed Principles for Transport Policy” to be the basis for the Europe-wide transport policy, to be submitted to the next pan-European Transport Conference.