

THURSDAY, 14 JANUARY 2010

BRUSSELS

COMMITTEE ON TRANSPORT AND TOURISM

HEARING OF SIIM KALLAS

COMMISSIONER-DESIGNATE

TRANSPORT

4-002

IN THE CHAIR: Brian SIMPSON

(The hearing opened at 09.00.)

4-003

Chair. – Ladies and Gentlemen, welcome to the hearing for Commissioner-designate, Mr Siim Kallas. I just want to make some announcements before we start and before I hand over to the Commissioner-designate.

I would like to remind you all that time is tight; that we are not working to the clocks in the rooms (which are slow), but to the small clock that I have been given on the desk here that only weighs about 800 g; and that you will be expected to remain in your time. If you do not, you will be cut off. In a spirit of equality, that goes for the Commissioner-designate as well. Please bear that in mind, and I seek your cooperation on that.

I would remind you that the speaking system is allocated relative to group sizes, so the number of questions and the time allowed are relative to the groups. I also remind you that the questions will be asked and then answered and the supplementary asked and then answered, so it is one question at a time, and that any follow-up question must be closely related to the original question. If the follow-up question is not related to the original question, you will be cut off as well.

That leads me on to remind you that the Chair – I know it may be a dangerous thing in my case – is empowered to decide whether a question is admissible, and to remind you that 22 languages are available. A plea from the interpreters: it would be helpful if Members used their mother tongue when asking questions.

My final role is to remind Members that we are here to judge whether the Commissioner-designate is competent, has European commitment, personal independence, communication skills and the knowledge of the transport portfolio. That is the remit of our job today.

So having said that, I welcome Vice-President and Commissioner-designate Siim Kallas to the Transport and Tourism Committee hearing. I would hope to see from you, Commissioner-designate, something that

seems to be missing from other Commissioners interviewed so far, and that is a vision for the next five years and some commitments and action in the transport area, as well as a willingness to work closely and in a cooperative and partnership manner with this committee. We look forward to hearing what you have to say.

4-004

Siim Kallas, Volinikukandidaat. – Mul on väga hea meel olla taas kord Euroopa Parlamendi ja esimest korda transpordi- ja turismikomisjoni ees, seekord tutvustamaks oma visiooni Euroopa Liidu transpordipoliitika arengusuundadest järgmiseks viieks aastaks.

4-005

Firstly, I would like to recognise with great admiration all efforts made so far to improve transport in the European Union. The list of achievements is impressive. I promise to pursue the main values and initiatives already established.

Secondly, I hope to work during the next five years in close cooperation with the European Parliament. Given the experience in this committee, I cannot imagine my work as Transport Commissioner without using your knowledge. During the last five years as Commissioner responsible for budget discharge, I think I have created good and open relations with Parliament. So the new challenge for me will be to work with Council, your co-legislator. What I hope to avoid is bargaining with principle – we must avoid ‘pork barrel’ politics where everybody must get something.

My starting point is that free movement is one of the greatest freedoms for citizens of Europe, and modern transport makes a fundamental contribution to this freedom.

Today’s means of modern transport give access to a wide range of high-quality products and services wherever they are produced. Economic integration with globalised supply chains, fewer and more efficient production sites, and just-in-time deliveries – all this is only possible through the growth of transport activities.

These many benefits should not be forgotten. At the same time, nor should we ignore the harmful effects. My guiding principle will be to promote transport services

that truly benefit Europeans. Transport is for – and must be for – people, for our citizens and our businesses. And it must be sustainable. Here, we have to recognise that our people have a long list of concerns. Safety and security are the most important ones. Several recent events in aviation, road or even rail have reminded us of the fragility of the sector and have brought new fears.

Transport is also a large contributor to greenhouse gas emissions and the only sector where the emissions have significantly increased. The need to decarbonise transport - to reduce greenhouse gas emissions - will be the leading agenda item for the new Commission.

People remain dissatisfied with urban transport. Nine out of ten EU citizens think that the traffic situation in their area should be improved. Congestion on the roads is frustrating for everyone.

People are critical about the quality of passenger services, business expects better freight services, the transport sector is hit by the economic crisis, and workers worry about their jobs and social protection.

What can we do? I see seven areas where I would take concrete action at European level to develop the benefits and reduce the harm of European transport.

First, we must remove obstacles to the good functioning of transport. Europe has always taken a step forward when it has abolished barriers. Today in transport we have many. Some are political. Others are technical, such as incompatible signalling systems for trains.

Second, an open European competitive market cannot be without rules. We have to regulate at a European level to protect and enforce safety and security standards, passenger rights, green vehicles and social standards. People and businesses will support us if they feel the benefits of transport liberalisation in their daily lives. We must strike the right balance between profitability and people's needs.

Third, delivering the means to decarbonise transport and reduce greenhouse gas emissions will be a key policy goal for the new Commission. The transport sector needs a clear legislative framework to plan further investment in clean technologies. The Climate Change Agenda makes it imperative to make progress on our strategy to correctly internalise all the external costs from the various transport modes with adequate pricing mechanisms, ensuring modal shifts where justified. This is also the major point in the Commission's proposal on the Eurovignette.

Fourth, we must accelerate the introduction of Intelligent Transport Systems. There are a number of key new systems where things are going too slowly in my view. Development of these systems reinforces our worldwide technological leadership in this area to the benefit of European industry.

Fifth, transport has a strong external dimension. Air and maritime transport are global. I see it as my mission to support European businesses and transport professionals in global competition. I am strongly in favour of international regulatory solutions, and I will work hard to facilitate international competition, always keeping the European interest in mind.

Sixth, we must increase and prioritise our investments into infrastructure and trans-European networks. I want to see real leverage for EU funding in this area, and much greater European added-value. Support must be focused on real bottlenecks, address modal links and facilitate cohesion and other Treaty objectives. In much of Europe, investments have been short-term and often national in their perspective. In particular, connections between the east and other parts of Europe remain poor. So I would like to see the EU's enlargement better reflected in our transport policy.

Seventh, for all this we need strong and coherent funding instruments. I see scope for improvements. Regional investments, those from European Structural Funds included, are in many cases in contradiction with our overall objectives. Substantial resources are spent to improve roads, while spending on railway networks and public transport seems secondary. We urgently need to address this.

We already have several large targeted EU funds. Why not create a European infrastructure investments fund? I must clearly state here that this kind of fund only looks promising if we avoid money evaporating on small and marginal projects which may help to win local elections but have nothing to do with our strategic objectives.

We must start to consider European transport as one entity designed for Europeans. We need further integration – of policies, of geographical areas, of transport modes, of technical standards and of financial instruments. Our activities must be united and cohesive. I propose to combine all these initiatives within the concept of a 'Single European Transport Area'.

Ten minutes is insufficient for setting out a work plan for the next five years. Once confirmed by Parliament, the Commission will set out its strategic objectives. In the transport area, one strategic document is already well advanced – the white paper for the future of transport. I promise that this document will offer a strategic vision combined with a concrete list of actions and measurable objectives. And it goes without saying that I intend to work with you to define my priorities.

(Applause)

4-006

Chair. – Commissioner-designate Kallas, thank you for your introduction. We now go to the first block of questions, which comes from the coordinators. The questions are two minutes per question, and Mr Kallas gets three minutes per reply.

4-007

Mathieu Grosch (PPE). – Vielen Dank für Ihre Erklärungen, Herr designierter Kommissar. Wir haben nur wenig Zeit, deshalb auch nur eine kurze Einleitung. Verkehr ist wichtig. Sie haben einen sehr interessanten Bereich bekommen: in wirtschaftlicher Hinsicht über 400 Milliarden Euro Wertschöpfung jährlich, knapp 9 Millionen Beschäftigte, aber auch ein Drittel des CO₂-Ausstoßes. Die Herausforderungen sind uns bekannt.

Daher meine erste Frage: Sehen Sie die vier Transportmodalitäten in einer Ko-Modalität, oder sehen Sie sie als Konkurrenz? Was wäre die erste wichtige Entscheidung, die Sie für jede Transportart treffen würden? Bitte etwas Konkretes.

Die zweite Frage betrifft eine Sorge, die ich habe, die aber auch andere Kollegen teilen: Der Verkehr scheint so interessant zu sein, dass es scheint, dass die Kompetenzen mit der Zeit immer mehr aufgeteilt werden. Zum einen maritime Politik: Wir wissen nicht genau, wer wofür zuständig ist, obwohl Sie weiterhin die Zuständigkeit für die Europäische Agentur für die Sicherheit des Seeverkehrs haben. Sie haben in Ihrem Auftrag stehen, dass die Entwicklung und die technologische Entwicklung wichtig sind, aber ITS und Galileo sind nicht in Ihrem Kompetenzbereich. Nicht zuletzt: Staatshilfe haben wir immer sehr flexibel bzw. verkehrsorientiert gesehen und nicht einfach nach dem Dogma des Wettbewerbs. Wir stellen fest, dass auch diese Staatshilfen bzw. der Wettbewerb nicht mehr in Ihrem Zuständigkeitsbereich liegen. Ich habe also die Sorge, dass Sie mit diesen Zuständigkeiten die Kohärenz im Verkehrsbereich nicht gewährleisten können. Wenn Sie das anders sehen, würde ich gerne Ihre Erklärung dazu hören. Oder sind Sie auch der Meinung, dass wir zumindest im maritimen Bereich die Modalitäten der verschiedenen Transportarten eindeutiger innerhalb Ihres Zuständigkeitsbereichs unter einem Hut haben?

Eine dritte Frage betrifft eine Sorge, die wir im Parlament regelmäßig haben, und zwar die Frage der Umsetzung. Wie möchten Sie die Umsetzung in den Mitgliedstaaten zügiger, besser und konformer gestalten?

4-008

Siim Kallas, Commissioner-designate. – Of course these questions cover a lot of very important areas.

Concerning your first remark, as I said, transport is a whole; we can succeed if we consider it as one entity – one entity where combined use of transport services can produce the biggest potential for growth.

Maritime transport is clearly stated to be my responsibility and the Maritime Safety Agency is my domain.

On Galileo: Galileo is a product with very wide ramifications, its developments touch on many areas, and the transport area is one of the most important in the development of applications. Transport is also the most

important user of Galileo, so we have a lot of work to do in our domain.

On state aid and whether this should be in my domain, of course, even in my previous experience, the discussion about how to organise an executive body is never-ending; there is always room for discussion about what solutions are the best.

But what I can say is this: we will have a Transport Directorate General. This will be focused on transport; it will clearly create a new energy to define, design and implement transport policies. I would have been happy to keep state aid in my domain, but this is the situation today.

There have been other important observations to the effect that state aid guidelines and state aid policy should be in the area of responsibility of the Competition Commissioner, but it has been clearly said, in forming guidelines for state aid, that transport has a very important voice in defining and designating these state aid guidelines, and you should always keep in mind that state aid decisions are collegial decisions. So we all have equal rights to influence these decisions, and I think that I am not someone who gives up easily if I am really convinced that something must be defended.

On implementation, this is, again, a huge question: the situation has completely changed. The Lisbon Treaty gives us, together with you, new possibilities to go vigorously ahead with implementation and I have no hesitation in doing so.

4-009

Werner Kuhn (PPE). – Herr Kallas, Sie haben darüber gesprochen, dass Galileo ein multifunktionales Projekt ist, aber die Anwendungen im Verkehrsbereich in besonderer Weise zu verzeichnen sind. Man denke nur an die Systeme, die Maut und Verkehrssicherheit betreffen – alles wird in Zukunft über dieses GPS-System, das Europa gehört, laufen. Und auch ITS – Intelligente Transportsysteme – spielen dabei eine ganz entscheidende Rolle. Sie haben in Ihrer Antwort auf die Frage von Herrn Grosch nur gesagt, dass ITS ein wichtiges Aufgabenfeld sein wird, um die unterschiedlichen Verkehrsträger miteinander zu verbinden, um hier optimale Verkehrsführungen zu finden, um Energie einzusparen, die CO₂-Emissionen zu senken und den Bürgern Mobilität zu verschaffen. Wie werden Sie darum kämpfen, dass in der Zukunft ITS bei uns im Fachbereich Verkehr bleiben wird? Wir geben Ihnen Unterstützung!

4-010

Siim Kallas, Commissioner-designate. – ITS will definitely remain in my domain. As I said in my opening remarks, it is certainly my passion or real commitment to develop all intelligent transport systems and to use all possibilities to promote this very good communication that has already been adopted and the directive that has already been developed. This would definitely be one area where I put my own energy behind it, because this is also for Europe. I think there is a great potential to be

the world leader. It remains in my hands and I will take it seriously.

4-011

Saïd El Khadraoui (S&D). – Ik ga het over twee dingen hebben: over duurzaam transport en het sociale. Wat duurzaam transport betreft, stelt u in uw schriftelijk antwoord - en u heeft daar ook net naar verwezen - dat het bestrijden van klimaatverandering het belangrijkste probleem is en u verwijst naar een mix van maatregelen die genomen moeten worden om een verschuiving naar een koolstofvrij vervoersysteem mogelijk te maken. Wij horen dit soort boodschappen natuurlijk al tien jaar. Ik denk dat het tijd is om echt tot actie over te gaan.

U hebt daarnet verwezen naar het Witboek en ik wil u vragen of u nu al een idee hebt hoe we kunnen komen tot een langetermijndoelstelling en wat die langetermijndoelstelling inzake duurzaamheid dan wel zou kunnen zijn, bijvoorbeeld het streven naar een koolstofvrij transportsysteem tegen 2030, of is het 2050 of 2100? Kunt u ook zeggen of u in dat Witboek naast de concrete acties ook een tijdstabel gaat toevoegen waarin staat wanneer u de komende jaren welke initiatieven gaat nemen om die doelstellingen te bereiken?

Specifiek rond prijsbeleid - u hebt verwezen naar de eurovignetrichtlijn - het is duidelijk dat dat een essentieel element is om te komen tot een duurzaam transportsysteem. U weet hoe moeilijk dat ligt bij een aantal lidstaten. Kunt u in dit verband bevestigen dat u met uw volle gewicht het principe van internalisering van externe kosten steunt? U bent blijkbaar voorstander van een systeem van alle transportmodi. Hoe ziet u dat? Is dat aan de hand van één globaal wetgevend kader, of gaat u dit modus per modus aanpakken?

Dan nog even over het sociale. In uw schriftelijk antwoord stelt u - ik citeer - dat u zich zal inspannen om het sociaal overleg in de vervoerssector vlotter te laten verlopen. Wat bedoelt u hier precies mee en welke acties zult u ondernemen om dit voornemen concreet gestalte te geven?

4-012

Siim Kallas, Commissioner-designate. – In the first part of your remarks you asked about many things and whether I agreed with them, and I mostly agree with your comments.

On sustainability of transport and why I like this word, during the preparatory process I tried to make it clear what are the balances in the transport sector, and sustainability must mean balanced development of transport. On the one hand decarbonisation is the ultimate goal. This is not debatable, and is also binding in the 2020 strategy, so we must follow it.

But we must also develop transport for people, so transport must produce the goods for our society and our people. We must be equally concerned about the development of business, about quality of services –

which I personally consider very important – and all these things must be balanced.

In practical terms I very much look forward to consulting with you on the white paper, which, I am sure, outlines this balanced approach. There can be indicative targets, but the 2020 targets are binding targets and we must make our contribution.

The areas where I see that this contribution is possible are largely covered by the idea of better functioning of transport. Let us take the Single European Sky. To go ahead with the Single Sky will add to carbon emissions. Using an intelligent transport system would reduce carbon dioxide emissions.

With a lot of these kinds of objective I prefer to have a concrete list of objectives that will be discussed with you and presented to you. I really want to achieve something in the five years. It is important and, as you said, it takes a lot of time to change anything in transport.

On the social agenda I see that we have room to improve or make more precise our requirements on driving time, on the working conditions in road transport, in maritime transport, and of course to go ahead with better implementation of basic decisions which have already been taken, because there are a lot of differences between Member States and cross-border issues which can be developed. This is the main agenda: to go ahead with the implementation of good ideas already accepted.

4-013

Saïd El Khadraoui (S&D). – Ik zou toch nog even willen terugkomen op de internalisering van externe kosten. Dat is volgens mijn fractie en ik denk ook volgens een meerderheid in deze commissie, toch echt een sleutelement om te slagen in het bereiken van onze doelstellingen. U weet hoe complex het is, hoe gevoelig het ligt ook in een aantal lidstaten. Ik wil van u echt een engagement horen dat u daar volop in gelooft en dat u samen met dit Parlement ook gaat proberen om de Raad te overtuigen om op dit gebied snel stappen te ondernemen. Dat is een eerste heel concrete vraag naar aanleiding van de eurovignetrichtlijn.

Maar u verwijst terecht ook naar internalisering van externe kosten in alle transportmodi en mijn vraag is of u van plan bent de komende jaren een wetgevend kader te ontwikkelen om deze internalisering van externe kosten ook waar te maken in alle transportmodi, of hoe ziet u dat?

4-014

Siim Kallas, Commissioner-designate. – It is probably a huge task, but I definitely give my firmest possible commitment here. Even with my rusty skills as an economist, I can use these to develop this concept, and I very much share the objective of this concept.

I also see political obstacles to developing it, with different sensitivities and attitudes in the Member States, but I think we will do something and make the necessary legislative proposals and modify the necessary

legislative proposals to go ahead with this concept. So, I am committed to this concept. I like this concept very much and I will do my utmost to develop this concept.

4-015

Gesine Meissner (ALDE). – Herr Vorsitzender, Herr designierter Kommissar Kallas! Sie hatten – das hat mich sehr gefreut – schon in Ihren schriftlichen Antworten auf die Notwendigkeit der Harmonisierung des Binnenmarktes im Transportbereich abgehoben, und Sie haben auch vorhin in Ihrer mündlichen Einführung betont, dass Freizügigkeit eine der wichtigsten Errungenschaften in Europa ist, dass im Transport die Voraussetzungen dafür geschaffen werden müssen, dass Verkehr auch den Bürgern und den Menschen dienen soll.

Nun ist es so, dass ja – wie wir alle wissen – zwar für den 31. Dezember 1992 beschlossen war, die Vollendung des europäischen Binnenmarktes zu erreichen. Wir wissen aber auch, dass im Transportwesen durchaus noch einiges zu tun ist und noch Hindernisse bestehen. Ich nenne dazu drei Bereiche: Der erste ist die Kabotage im Güterkraftverkehr. Es ist so, dass das Europäische Parlament eigentlich 2007 bei den Verhandlungen über die Kabotageregelung eine völlige Öffnung des Marktes ab 2014 erreichen wollte, dass aber mit dem Rat nur restriktive Lösungen gefunden werden konnten, das heißt, man hat drei Fahrten in sieben Tagen beschlossen. Leerfahrten sind natürlich weder aus ökonomischer noch aus ökologischer Sicht sinnvoll. Das bedeutet nämlich unnötigen Verkehr, Treibstoffverbrauch, hohe Kosten. Es wäre besser, dort eine andere Regelung zu haben, um wirklich optimalen Einsatz im Transport schaffen zu können. Das heißt, wir können keine Kabotageverbote gebrauchen!

Der zweite Punkt betrifft Fahrverbote bei Lastwagen. Auch hier ist es so, dass im März 2006 die Kommission einen Vorschlag zur Vereinheitlichung von Fahrverboten bei Lkws zurückgezogen hat. Es hätte Transparenz bedeutet und eben auch durchaus positive Effekte gehabt. Es gibt jetzt in der EU 50 unterschiedliche Regelungen für Fahrverbote. Auch das erschwert die Planung und Durchführung von Transporten erheblich, führt zu Wartezeiten an Grenzen, zu überfüllten Parkplätzen und anderem mehr.

Im Schienenverkehr brauchen wir auch eine größere Liberalisierung. Ich glaube, darüber sind wir uns einig.

Meine Frage ist: Was wollen Sie tun, um hier eine Verbesserung und Harmonisierung zu schaffen?

4-016

Siim Kallas, Commissioner-designate. – This again is a goal which is very dear to my heart and I put the good functioning and opening of markets as a first priority deliberately.

Where I really see action is in the cabotage issue. Of course there is a debate about how big the economic impact of cabotage is, but in principle I am in favour of

open competition and I think that in the long term it benefits all industries.

We have a special plan and this Commission while in power had a great plan for simplifying rules which have created bureaucratic and paper obstacles to the better functioning of markets. I intend to pursue this.

So in all these areas I would vigorously pursue their further liberalisation but not liberalisation that turns into chaos. This is why it must be combined with high standards for services. It means passenger safety, green vehicles, all these things.

So the answer is yes. I will go ahead with the further liberalisation of markets and will combine this with control over the quality of services.

4-017

Gesine Meissner (ALDE). – Vielen Dank. Sie hatten eben in Ihrer Antwort die Passagiere mit angesprochen, und bei der Harmonisierung des Verkehrs im europäischen Bereich spielen ja auch die Passagiere eine Rolle. Meine spezielle Frage dazu: Im Eisenbahnbereich ist es bislang z. B. noch schwierig, tatsächlich Alternativen zu Flügen zu finden, weil es kein einheitliches Buchungssystem gibt. Wenn ich einen Flug von Brüssel nach Südeuropa suche, dann ist es durchaus möglich, mich im Internet zu informieren. Wenn ich das gleiche per Zug machen will, was ja umweltfreundlicher ist und was ich vielleicht auch gerne möchte, habe ich keine Möglichkeiten, das zu tun. Auch hier könnte es durchaus sinnvoll sein, seitens der Kommission eine Harmonisierung anzuregen. Wie stehen Sie dazu?

4-018

Siim Kallas, Commissioner-designate. – I totally agree. It is awful. I also very much like to travel by train and I have tried to look for timetables via the internet and it is almost impossible. And to book tickets is something that is decades behind air transport.

Of course, this is part of the better functioning of railway transport, which is necessary. I can only share your view about this link to all electronic and intelligent systems in transport, and in railways in particular. So it is awful, and I could not at first even understand why it is so that I cannot even find timetables via the internet using some kind of general approach.

4-019

Michael Cramer (Verts/ALE). – Sie haben in Ihrer schriftlichen Beantwortung die Bedeutung des Verkehrs für den Klimaschutz betont. Im Gegensatz zu anderen Sektoren, wo die CO₂-Emissionen gesunken sind, sind sie im Verkehrsbereich seit 1990 um 35 % gestiegen. Diese Zahl 35 % fehlte mir in Ihrer schriftlichen und auch in Ihrer mündlichen Präsentation. Der Verkehr frisst also all das doppelt und dreifach auf, was in anderen Sektoren, z. B. in der Industrie und bei der Wärmedämmung der Häuser – da haben wir 10 % Reduktion – mit Milliardensummen unserer Steuergelder erreicht wurde. Der Verkehr frisst also all das doppelt

und dreifach auf, was wir in anderen Sektoren positiv erreicht haben.

Der Verkehr in Europa ist zu billig. Nur der umweltfreundliche Verkehr ist zu teuer, und all das ist politisch gewollt. Es gibt eine verpflichtende, in der Höhe unbegrenzte Maut für jeden Schienenkilometer, auf der Straße ist die Mauthöhe limitiert, und ihre Anwendung ist freiwillig. Das Kerosin für den klimaschädlichen Luftverkehr wird nicht besteuert, das sind 14 Milliarden Euro in der EU jedes Jahr, doch die Dieselloks – die umweltfreundlichen Loks – müssen Steuern bezahlen! Nur 15 % der Zertifikate für den Emissionshandel des Luftverkehrs werden ab 2012 auktioniert, beim Bahnstrom sind es 100%! Deshalb: Sind diese Rahmenbedingungen für Sie okay? Werden und wollen Sie sie ändern? Wann und wie?

Die EU will bis 2020 die CO₂-Emissionen um 20 % absenken! Halten Sie es für notwendig, dass im Verkehr angesichts der dramatischen Zunahmen ebenfalls ein Reduktionsziel verankert wird? Halten Sie bis 2020 20 %, 30 % oder 40 % für notwendig? Wollen Sie das durchsetzen? Bekennen Sie sich dazu?

Letzter Punkt: Die Gelder im Verkehrsbereich – Sie haben es angesprochen – fließen zu 60 % in die Straße, nur zu 20 % in den umweltfreundlichen Schienenverkehr. Das Parlament hat mit großer Mehrheit beschlossen, wenigstens 40 % in den Schienenverkehr zu investieren. Werden Sie sich daran halten? Werden Sie das umsetzen und das Parlament unterstützen?

4-020

Siim Kallas, Commissioner-designate. – As I said, the 2020 targets are our ultimate goals. These are binding targets and we must now make our contribution.

I have discussed extensively with colleagues in DG TREN how to achieve this, as this is like a law. There have been several ideas, including what has already been introduced for 2012, namely an emissions trading scheme for aviation, and similar things, such as pushing ahead with the Single Sky and other modes of transport.

So people say that these 2020 targets are achievable, and transport can make its contribution.

As for making transport or certain modes of transport more expensive, I would prefer first of all to consider a rational sharing of the burden and some kind of equality mechanism, because the pricing mechanisms are totally different for different modes of transport.

But to raise the costs to consumers, passengers and businesses for using transport, at the very least this is not a popular idea at all, and I would of course, due to my convictions as a liberal, prefer to use all possible mechanisms to reduce prices and costs.

On railways, I am definitely in favour of increasing investments in the railways. This is a big issue which we

must discuss further, and one question is how to combine the regional funds and use of structural funds with our priorities.

This is where the biggest dissonance lies. I mentioned in my introductory remarks that this money is going very much to the roads, especially because of the forthcoming local elections everywhere, and railway investments and also local public transport, for instance trams, longer tram and metro investments are being relegated to the back burner.

So, yes, I support Parliament's objectives to invest more in railways.

4-021

Michael Cramer (Verts/ALE). – Ich stelle fest, dass Sie keine Frage beantwortet haben. Ich möchte wissen: Halten Sie die Rahmenbedingungen für fair und müssen sie Ihrer Meinung nach so bleiben, oder sind sie unfair und gehen zu Lasten des klimafreundlichen Verkehrs und begünstigen den Klimakiller? Darauf hätte ich gerne eine Antwort. Wollen Sie die Rahmenbedingungen ändern?

Ich hatte gefragt: Soll der Verkehr ein Ziel formulieren? In der Mitteilung zur Zukunft des Verkehrs ist kein Ziel formuliert. Sagen Sie, der Verkehr muss bis 2020 die CO₂-Emissionen um 20 % senken? Halten Sie daran fest? Oder 30 %, 40 % – nennen Sie eine Zahl! Oder sagen Sie nur allgemein: Wir wollen senken, aber im Verkehr spielt das keine Rolle, obwohl er der Hauptmittler ist?

Der dritte Punkt: Halten Sie daran fest – wir haben es im Parlament beschlossen –, dass wir 40 % in die Schiene investieren wollen und statt 60 % nur 20 % in die Straße? Setzen Sie sich mit dem Parlament dafür ein, dieses Ziel gegenüber dem Rat durchzusetzen, ja oder nein? Denn wenn wir nur in die Straße investieren, werden wir den Klimawandel nicht bekämpfen.

4-022

Siim Kallas, Commissioner-designate. – In which investments do you consider that European investment is easy to manage? We cannot dictate to all the Member States, and especially local municipalities, where they should invest. I am ready to work with guidelines and conditionalities. But we cannot dictate on this from here. About objectives, as I said, the 2020 objectives are there and we can indicate other indicative targets within this white paper, but I would prefer concrete objectives, concrete actions. We will go as fast as possible with Single Sky; this is clear, this brings about a reduction in carbon emissions. With an intelligent transport system there are measurable objectives on how to improve the situation in the protection of the environment.

4-023

Roberts Zile (ECR). – Transport policy is one of the most regulated areas of the EU and we have three agencies and a couple of other executive agencies to deal with transport issues. Do you not think that too many

agencies have been created and not all of them are fit for purpose?

The same goes for legislation in the transport sector. What existing regulations and directives have to be repealed, in your opinion, in order to avoid the over-regulation of the transport sector? In which transport policy areas would you perhaps accept a degree of subsidiarity? This is very important for my Conservatives and Reformists Group.

The second issue concerns a very specific situation in the Baltic States, which are currently isolated to a large extent from the European transport networks, as is well known to both of us. In this situation, where development of the Rail Baltic project is very slow, the main railway business is still going west-east in an exchange of rolling stock with Russia and this is obviously the biggest part of the business in the railway sector.

From time to time we have a very difficult situation with huge lines of lorries stopped in Estonia, Finland or Latvia, on the border of the EU with Russia. This is sometimes determined by not very clear criteria as to why one or another of the lorry drivers has particular, specific regimes coming from the requirements on the customs side in Russia.

The same goes also for the competitiveness of the Baltic Sea ports with the St Petersburg area ports, with clearly discriminatory measures created through the railway tariffs to our ports in Member States on the Baltic Sea coast.

In general, what kind of solutions do you see, in the framework of the EU transport policy, that will change the Baltic States' transport situation in five years?

4-024

Siim Kallas, Commissioner-designate. – Two issues: firstly, agencies. You know that I am still responsible for budget discharge, and the Budget Discharge Commissioner has always been very suspicious of the creation of new agencies, and especially about their financial governance model, which should be improved.

But these specific agencies are some of the best agencies, so there are no complaints about their governance and how they are managed; they work very well. But the basic question is: to regulate or not to regulate, and who is regulating? When I read all these papers about possible regulations, there, almost everywhere, is a sentence 'Council asks Commission to make a proposal'. So Member States themselves have initiated the need for all European legislation.

Okay, let us take one key issue for you as well: it is cross-border traffic offences. Do we need a European approach or not? I think we do. So, there is no question that there cannot be a regulation at all, but who should regulate? And as I said, my impression is – not only in transport – that we are becoming more and more

integrated, and if we have an integrated single European transport area we must have common rules for this.

If you have any concrete ideas where over-regulation has clearly happened please bring me these ideas; I would look at them very closely.

Secondly, the Baltic Sea – a huge issue. I will mention just one project – Rail Baltica. All trans-European network projects are actually a reflection of national ambitions, and I would say that Rail Baltica's ambition is not very high, so I would definitely push and suggest to the governments in the Baltic countries, who are close to my heart, to go ahead and to think about raising its profile and raising their ambitions; there are some bottlenecks where Europe could be helpful.

But at least one ambition I would like to see met – and, yes, people say it is terribly expensive – and that is to change a gauge. We still have this Russian tsarist gauge for all railways of 1520 mm, while the rest of Europe has 1435 mm. This is really not such a big issue but it is still a very fundamental issue, about negotiations with Russia. These are very complex negotiations which cannot be solved easily.

4-025

Roberts Zīle (ECR). – Thank you, Mr Kallas, for your ambitions for the Baltic. I am very glad to hear it and I hope that we will really do this task together over the next five years.

At the same time, if I can come back to the subsidiarity principle issue, maybe you can try to elaborate, at least in principle. What is your opinion about the need for EU legislation to have so-called 'sunset' clauses to test and to prove the necessity for and success of current legislation?

4-026

Siim Kallas, Commissioner-designate. – This is probably more a question of our overall legal framework, as now defined in the Lisbon Treaty, concerning all legislation. I am always in favour of testing legislation and seeing whether it is necessary or not necessary, but I think we can also already have a clear picture before adoption.

Adopting European legislation is a long process, during which we can decide whether it is good legislation or not. If it is not good, the need to change or correct something can come from the European Parliament or the public. We will always take this very seriously and correct things if something has gone wrong.

That is my opinion. I am in favour of good and efficient legislation, and of proper impact assessments. We should have as much legislation as necessary and not more.

4-027

Anna Rosbach (EFD). – Jeg vil tale om dyretransporter, og selv om jeg godt ved, at transport med dyr normalt falder ind under landbrugsporteføljen,

vil jeg gerne spørge den kommende kommissær, om han mener, at den europæiske transportpolitik burde tage mere ansvar, når det gælder transporten af levende dyr. Jeg vil også bede om kommissærens holdning til, om forholdene for dyrene under transport i Europa er gode nok, som de er i dag. Endvidere vil jeg spørge kommissæren, om han eventuelt vil gå i samarbejde med kommissæren for landbrug for at forbedre vilkårene for levende dyr under transport. Det var den ene ting.

Den næste ting, jeg godt vil spørge ind til, er kommissærens mening om biobrændstof i transportsektoren. Det har vi talt en del om, men jeg tænker her især på tog- og skibstrafikken, færger, coastere, containerskibe osv. Er det noget, som kommissæren mener burde have større opmærksomhed? Og er det også interessant for kommissæren at udvikle bedre og mere effektive biobrændstoffer, som det f.eks. foregår i øjeblikket ved forskningen i brugen af forskellige former for alger?

Jeg vil også gerne høre om, hvilke andre ambitioner kommissæren eventuelt har, når det gælder fremtidig brug af andre former for brændstoffer inden for transporten.

Jeg tror, jeg vil lade det blive ved det foreløbig.

4-028

Siim Kallas, Commissioner-designate. – I must admit that I do not know too much about animal transport. I think that we should have some overall rules on how to deal with and care for animals, and this definitely must be respected by the transport sector as well. But I must ask you to excuse me as I do not really know about any special rules for animal transport.

Biofuels are one target. Ten per cent use of biofuels is one of the transport policy targets, and I can only support it and do whatever I can to develop biofuels in order to have resources and policies to promote clean transport and green transport. This includes development of new fuels, but this is a very large issue – an issue for the Research Commissioner and an issue for the Industry Commissioner, and we work together. So if you ask my personal opinion, I have no doubt that the development of biofuels is one area where Europe can do a lot of things and develop this, and I am definitely very much in favour of using biofuels in the transport sector.

What about other sources of energy? I do not know what you mean by other sources of energy. We have nuclear energy – two icebreakers – but how to even theoretically use nuclear energy in other areas of transport? This is quite questionable – this equipment is quite huge.

4-029

Anna Rosbach (EFD). – Dette er ikke et rigtigt spørgsmål; men jeg vil faktisk gerne takke kommissæren for hans meget ærlige svar på første del af mit spørgsmål, nemlig at dyretransport er et emne, han ikke har beskæftiget sig så meget med indtil nu. Jeg håber meget, at kommissæren vil tage sig af dette emne, for jeg tror, at det er et ret væsentligt emne, også for vores egen gode samvittigheds skyld.

4-030

Siim Kallas, Commission-designate. – I am very attentive to your proposals about what we should do. Let us discuss this.

4-031

Chair. – That concludes the first round of questions, and I thank the coordinators for their cooperation and also Mr Kallas for his replies. That means that we are five minutes ahead of schedule. There has been a suggestion from my Vice-Chair that we take a five-minute break at this point. If everybody is happy, we will take a five-minute break and come back for the second round. I will start at 10.00 – my time! Is everyone is happy with that?

(The hearing was suspended at 09.55.)

4-032

(The hearing resumed at 10.00.)

4-033

Chair. – The next round of questions is for the other members of the committee. As I explained at the beginning, they are done in rotation order and on size of group. There is one minute for a question, two minutes for the reply, then a one-minute follow-up question with a one-minute reply.

4-034

Christine De Veyrac (PPE). – Monsieur le Commissaire, le livre blanc sur la politique des transports pour la période 2000-2010 arrive à son terme, et vous allez avoir la lourde tâche de préparer la feuille de route pour 2010-2020.

Aujourd'hui, et vous l'avez dit tout à l'heure, nous devons accompagner les différents modes de transport à être plus respectueux de l'environnement. En outre, permettre aux citoyens de voyager en toute sécurité et de bénéficier de véritables droits doit rester une priorité.

Voilà les défis à relever, et vous pourrez compter sur mes collègues de la commission des transports, comme sur moi-même, pour vous aider dans cette tâche.

Une question, maintenant, sur vos positions en matière de transport aérien, et plus particulièrement sur le projet CESAR. Quelle action pensez-vous entreprendre pour garantir le financement de CESAR, qui est un élément essentiel du ciel unique européen et qui permettra, notamment, une réduction significative des rejets de CO₂ du transport aérien? Et envisagez-vous de recourir à des outils de financement innovants tels que les recettes générées par la mise en place d'un marché ETS pour l'aviation?

4-035

Siim Kallas, Commissioner-designate. – Thank you very much. The financing of CESAR has been settled for this period until 2013. Next will come the deployment of CESAR, which will need much more money, and the figure, as I saw, is huge. The basic concept is that this must be provided by users. How to combine it is of course a great question, but the basic

concept is that this deployment must be financed by users.

Innovative financing using revenue from the emissions trading scheme is not possible today, because the use of emissions trading scheme money is clearly in the hands of Member States, and how they use it is up to them, but let us negotiate. We must ensure that CESAR will be deployed because it is an essential part of our Single Sky concept.

4-036

Michael Gahler (PPE). – Herr Kommissar! Aktuelle Stichworte im Luftverkehr sind der Einsatz von Körperscannern – gegenwärtig laufen da ja Tests – und neue Regeln für die Mitnahme von Flüssigkeiten im Handgepäck ab Mai 2011. Man muss vermeiden, einen ungewissen Zugewinn an Sicherheit mit hohen Kosten und zusätzlichen Belastungen für die Passagiere zu erkaufen. Also: keine vorschnelle Aufrüstung mit unausgereifter Technik. Deshalb die Frage: Können Sie dem Europäischen Parlament zusagen, dass Sie uns ab dem Frühjahr in regelmäßigen Abständen unterrichten werden – regelmäßig heißt für mich etwa alle sechs Monate –, damit wir eine informierte Debatte über die verfügbare Scannertechnik sowie darüber führen können, ob die technologische Entwicklung mit den Fristen, die wir vorgesehen haben, im Einklang steht?

Die zweite Frage: Planen Sie europaweit gültige Kriterien für Körperscanner?

4-037

Siim Kallas, Commissioner-designate. – It is very difficult to deal with this issue in one minute.

First, my principle is: passengers first, safety of air transport first. It is of paramount importance today. I have a feeling that recent events and accidents have created new fears and we must address these fears. Technologically, you do not need to be an expert to understand that body scanners are much more advanced compared with metal detectors, so they can increase safety and security.

At the same time, we must finish our study within a couple of months. By then we will have finished what was asked by Parliament and all the possible consequences – health hazards, legal issues and privacy issues which are in the hands of my colleagues – and then we will inform Parliament. This study will be ready in a couple of months and then we will decide how to go ahead.

But I think that it is very bad that some countries already use body scanners without any commonly agreed standards. It is even worse without a proper discussion. That is really a huge question.

4-038

Jörg Leichtfried (S&D). – Herr Kommissar! Ich habe eine konkrete Frage: Sie haben die Finanzierung von Sicherheitsmaßnahmen angesprochen. Ich möchte von Ihnen wissen, ob die Finanzierung von

Sicherheitsmaßnahmen auf Flughäfen in Zukunft auf europäischer Ebene geregelt werden soll? Soll es konkrete Vorschläge geben, wer was zu zahlen hat, oder planen Sie, als Kommissar – wie die Kommission bis jetzt – dazu weiter nichts zu sagen?

Zweite Frage mit der Bitte, sie konkret zu beantworten, denn Sie zeichnen sich bisher eher dadurch aus, Fragen sehr vage zu beantworten: Was die Körperscanner betrifft, möchte ich die Frage des Kollegen aufgreifen: Sind Sie für einheitliche europäische Regelungen – ja oder nein?

4-039

Siim Kallas, Commissioner-designate. – To the last question: yes, I am in favour of single European regulation.

First, how to finance airport security is a huge issue.

Before the events of 9/11, the costs of airports for security were something of the magnitude of 5%. Now they are 35%, which is really huge. But a system has been settled, and the system is functioning. Why should we change this system? Because there are a lot of questions in the background as to how airport operators have received the right to operate an airport and what the conditions between countries and operators are.

It is a huge question. I am ready to discuss it, but I do not want to change the system today. It is probably not very easy, and it is not a question for the very near future. We must properly assess the situation. So I am not proposing to change the current system of financing of airport security.

4-040

Tanja Fajon (S&D). – Gospod Kallas, govori li ste, da bi varnostne ukrepe na letališčih naredili enotne, pa tudi že o telesnih skenerjih. Bi potemtakem predlagali tudi enotno ureditev za uporabo telesnih skenerjev, neke enotne standarde? Pravite, da je zelo slabo, da jih nekatere države že uvajajo brez jasnih znamenj, ali so ti učinkoviti ali ne.

Zanima me tudi: verjamete, da lahko ti resno preprečijo grožnje pred teroristi? In kako bi uredili tudi financiranje za njihovo nameščanje v državah članicah? In pa nekakšne enotne smernice, kdaj je mogoče pričakovati? In kako boste v študiji, ki jo pričakujete, obvestili in vpeli poslance, posebej pristojnih odborov transporta in pa za človekove pravice, notranje zadeve in pravosodje?

4-041

Siim Kallas, Commissioner-designate. – Do not doubt that I am ready to inform you about all the observations and considerations in this complicated matter. You asked many questions. Of course, no security is 100% and no security measure is totally bullet-proof. But of course one thing is important in all these events: it is very clear that if the airport is the last line of defence then it is too little. It must be the intelligence system and exchange of information which must provide the

necessary information to prevent attacks as well. In this sense body scanners are not the panacea.

But in safety and security regulations we have a uniform system of rules and I think those at least should cover the use of body scanners as well and should take into account all the safety hazards and privacy questions which have already developed in this study. I am very happy to inform you if we come to a conclusion or decision.

4-042

Dirk Sterckx (ALDE). – Ik zou op het maritieme transport willen terugkomen. Wij zijn op dat gebied een grootmacht: 25% van de wereldvloot vaart onder een EU-vlag, 40% van de schepen is onder EU-beheer, men kijkt naar ons voor regelgeving. Maar dat steunt op fragiele evenwichten in onze regelgeving, bijvoorbeeld over staatssteun en over concurrentie.

Ik ben blij dat u in antwoord op de heer Grosch gezegd heeft dat u dat wil blijven verdedigen. Ik ben immers bang dat als concurrentie gewoon naar een ander departement gaat, onze argumenten niet meer aan bod zullen komen en dat men die fragiele evenwichten die er op fiscaal en sociaal gebied zijn, uit het oog verliest, niet alleen als het over de scheepvaart gaat, maar ook als het over het havenbeleid gaat. Ik ben dus blij dat u zegt dat u dat gaat verdedigen.

Mijn vraag is: hoe gaat u dat doen, welke instrumenten heeft u om dat te doen en hoe gaat u het Parlement daarbij betrekken?

4-043

Siim Kallas, Commissioner-designate. – As I said, it is a collegial decision, but I have never been soft in defending ideas which are important to me.

We have a convincing argument concerning maritime transport, in view of its historical development, with maritime transport leaving Europe and then coming back owing to the different measures adopted in the Member States, with the acceptance of the European Union, to promote and facilitate maritime transport. It is vital to have this business in Europe and not to let it go.

This is the main argument, and it is strong enough to defend all policies which facilitate maritime transport, which really is one of the most important areas.

4-044

Dirk Sterckx (ALDE). – Ik ben blij dat u zegt dat u staatssteun met alle middelen gaat verdedigen om de zeevaart te ondersteunen, maar het gaat daarbij ook over havenbeleid bijvoorbeeld. We wachten dus nu op richtsnoeren voor staatssteun in de havens. In crisistijd gaat men natuurlijk heel gemakkelijk staatssteun gebruiken, niet alleen om havens te ondersteunen met als gevolg dat de concurrentie vervalst wordt, maar ook bijvoorbeeld in het kader van *motorways of the seas*, de autowegen van de zee. Ook daar is staatssteun een belangrijk element en we moeten goed uitkijken hoe dat

gebruikt wordt om geen vervalsing van concurrentie te hebben.

Ik zou dus van u ook willen horen: vindt u dat belangrijk dat we dat bekijken? Wanneer mogen we van de Commissie initiatieven verwachten die richtsnoeren vastleggen voor staatssteun in het havenbeleid en die een duidelijker beeld geven van wat met staatssteun kan of niet kan in de *motorways of the sea*?

4-045

Siim Kallas, Commissioner-designate. – In fact, we have in process a maritime package to discuss in the Commission, and, with you, the next developments in maritime policy. These very much concentrate on the facilitating of maritime transport, including ports, and creating standards for port facilities.

I do not today have information on any new guidelines concerning state aid for ports. I should add that state aid is a temporary measure and cannot last for long if our main objective is to create an efficient and flexible sector which can compete efficiently on global markets. I can only assure you that I will do everything to support our business in this global competition.

4-046

Jim Higgins (PPE). – Commissioner-designate, can I draw your attention to the issue of road safety. We have had various road safety action plans; the 2003-2010 action plan, for example, set various targets in relation to reducing road fatalities. Unfortunately, in 2008 we still had 39 000 people killed on the roads of Europe, which is a far, far greater target than that set down in the Commission white paper in 2001, which was 25 000.

From the point of view of road safety, can I ask what are your priorities and what are your aims in relation to the European Road Safety Action Plan 2011-2020, because in terms of road safety the socioeconomic cost is EUR 2 billion for every 39 000 deaths?

Secondly, in relation to the main causes of road deaths – speed, drug/drink-driving etc., road infrastructure – can I just ask you in relation to drugs what is happening in relation to accurate monitoring? While we have legal limits in relation to speed and alcohol, we do not have legal limits in relation to drugs, either prescriptive drugs or illegal drugs.

4-047

Siim Kallas, Commissioner-designate. – Road traffic is a very important issue for all people. It is where there are most accidents.

First of all I do not contest the ambition to reduce fatalities, and believe that we must continue to set ambitious targets to fight this.

What can we do? One thing, as I have said before, is cross-border sanctions for traffic offences. This was discussed and very much supported by Parliament, but was rejected owing to several legal observations. However, we now have the Lisbon Treaty, which gives

us certain additional possibilities. At the same time there is an understanding in the Member States that we must do something. It is simply fair that all drivers should come under a similar approach to traffic offences.

Secondly, we should improve transport infrastructure. If you look at the numbers, and where the fatalities coming from, this is not equal. In the Member States there are a very large number of fatalities in eastern Europe, in the new Member States. We should therefore look very seriously at what we can do to reduce fatalities in those countries, and in certain old Member States as well. Different practices must be analysed and best practices promoted.

Thirdly, we must support the various intelligent transport systems because some cars have much more secure and much safer systems.

I have nothing on the table for promoting anything with regard to trucks. This is obviously a complicated issue.

4-048

Hella Ranner (PPE). – Herr Kallas, meine Frage bezieht sich auch auf das Sicherheitsproblem, und zwar im Zusammenhang mit Transport auf den Straßen. Es gibt sehr große Unterschiede in der Umsetzung der Lenk- und Ruhezeitenverordnung sowie auch der Regelungen zum Tachographen in den Mitgliedstaaten. So wie sie derzeit gehandhabt werden, gefährden diese Regelungen und diese Unterschiede die Sicherheit auf den Straßen, insbesondere für die Transportunternehmen, aber auch für die Fahrer. Für ein und dasselbe Delikt kann der Strafraum – wie Sie sicherlich wissen – zwischen 400 und 4000 Euro liegen! Auch die Kontrollen sind von Mitgliedstaat zu Mitgliedstaat verschieden. Jedes Land sieht z. B. andere Toleranzen vor. Es gibt Unterschiede bei der Art der Strafe und auch bei der Strafhöhe. Das führt zu einer ganz großen Rechtsunsicherheit. Um dieses Problem halbwegs lösen zu können, meine ich, fehlt es auch sehr an der nötigen Infrastruktur, vor allem an sicheren Parkplätzen, um Ruhezeiten einhalten zu können. Was gedenken Sie in dieser Situation konkret zu unternehmen, und was sind Ihre diesbezüglichen Pläne?

4-049

Siim Kallas, Commissioner-designate. – I can only say that I agree with all your ideas, and these will definitely be included in our strategy to fight for better road safety. I know these issues. I know the different policies of sanctions; we must harmonise ‘how’ – in which way, we will see. I know that on the roads we must ask for safe resting places, and some of these are in development. We should have rigorous control over the driving time, and this, again, varies significantly from Member State to Member State. Our role is to ensure that the rules are applied everywhere in similar ways.

4-050

Silvia-Adriana Țicău (S&D). – Bugetul TEN-T rămas pentru 2010-2013 este mai mic de un miliard de euro pentru perioada următoare, ceea ce înseamnă sub 250 milioane de euro pe an. De dezvoltarea infrastructurii de

transporturi depinde crearea și păstrarea locurilor de muncă, condițiile sociale din domeniu și, evident, siguranța. Dezvoltarea infrastructurii de transport necesită, însă, investiții financiare semnificative.

Domnule comisar desemnat, care sunt măsurile pe care le aveți în vedere pentru a da o mai mare prioritate domeniului transporturilor și, deci, a asigura resursele financiare necesare pentru investițiile în infrastructura de transport? Veți încerca creșterea bugetului TEN-T?

Ați menționat crearea unui fond european pentru investiții în infrastructura de transport. Care vor fi sursele și ce calendar aveți în vedere? Cum veți utiliza revizuirea la mijloc de termen a perspectivei financiare din 2010, pentru ca statele membre să aloce mai mulți bani pentru transporturi?

4-051

Siim Kallas, Commissioner-designate. – I would like to have 15 minutes!

In the short-term, the finance for investments into strategic infrastructure projects in Europe is not sufficient. I said this when I presented my views in plenary in this House when I was Discharge Commissioner. We have too much money evaporating into small projects and too little money to really focus on important projects.

So this is my basic point which I will pursue in discussions over the next financial perspectives. This must be very clear.

Of course, maybe this is the only important idea which can be said and I can develop further ideas to work closely with the European Investment Bank. First of all, we must agree with you and with Member States which of the projects are the core projects.

As I said – I have seen in the last five years that quite often if there is some money available it will be distributed into very small projects because in order to get a deal everybody must get something and, surely, this is not the way to solve strategic infrastructure projects.

Today we need much more strategic investment into infrastructure projects. This is my commitment and there is no need for a terrible increase or for additional money. We must use this money and we must use it better and we must shift from the use of money for small projects via different funds to big truly European projects in transport, in energy and in innovation.

I could speak for another 15 minutes more if you would allow me.

4-052

Magdalena Álvarez (S&D). – Señor Kallas, yo voy a seguir insistiendo en la financiación. He creído entender que lo que usted plantea es una concentración, distinguir entre grandes y pequeños proyectos, pero no ha quedado claro a qué se refiere en un caso o en otro.

Yo le pediría que defendiera, dentro de esa caja común que vamos a tener que distribuir y en las nuevas perspectivas financieras, una mayor participación del transporte y le pediría también que nos informara sobre cuáles son sus propuestas concretas para avanzar en la sostenibilidad del mismo, porque, como usted bien sabe, el sector requiere, para que se dé esa circunstancia, unas cuantiosas inversiones, tanto en nuevas infraestructuras como en la incorporación de nuevas tecnologías.

Por lo tanto, lo que sí le pido es que, en lugar de intentar solamente distribuir lo que hasta ahora hemos tenido, incremente esa masa de financiación y busque nuevas soluciones. Es por esas nuevas soluciones y esas nuevas propuestas que yo le pregunto.

4-053

Siim Kallas, Commissioner-designate. – I will not concentrate today on very concrete projects, I would only say that my main aim – and actually we will discuss the methodology with you during the Spanish Presidency, this is well under way – is how to define the core projects. This will be presented to this committee as well, and then we will define the concrete projects.

Probably if I now started to list some projects which are close to my heart I would immediately raise certain issues, people would be surprised – or maybe not – but everyone has their own ideas. We must work together.

But the idea is fewer projects, bigger money, and the aim of this is to use cohesion money to show that our projects facilitate integration and cohesion.

I can also say that this economic part of the transport portfolio is very exciting for me because I am an economist by education, and I would definitely want to look deeply at this mechanism.

4-054

Giommaria Uggias (ALDE). – Grazie presidente, buongiorno signor Commissario, la mia domanda verterà sulla continuità territoriale, quale strumento per pari opportunità di mobilità, di coesione territoriale, che non deve essere valutato soltanto dal punto di vista economico, ma soprattutto quale strumento di integrazione europea.

Vorrei ricordare che attualmente in Europa ci sono molte isole e aree isolate, che a causa di una rete di trasporti aerei e navali poco efficienti o di trasporti ferroviari che risultano non più esistenti, sono difficilmente raggiungibili o se sono raggiungibili lo sono a costi elevati.

In merito vorrei sapere, signor Commissario, come la Commissione e la sua direzione intendono migliorare la coesione territoriale attraverso misure che prevedano anche tariffe speciali per residenti e non residenti di isole e aree isolate che si spostano nel resto dell'Europa? E vorrei sapere qualcosa a proposito anche delle merci, continuità territoriale per le merci?

4-055

Siim Kallas, Commissioner-designate. – Concerning fees, I do not know of any project to establish these kinds of fees and how it would look. All fees are a very sensitive matter. But I totally share your view. As I said in my opening remarks and when answering Mr Zile's questions, my own republic – Member State – and its neighbouring Member States are similarly kinds of islands that do not have very good transport links to the rest of Europe. If you look at a trans-European network map you can see clearly the same thing – that this has been focused on transit bottlenecks, which is very important, but cohesion is one purpose which I would like to be developed much more during our discussions about the next guidelines for trans-European networks.

4-056

Giommaria Uggias (ALDE). – Signor Commissario, vorrei fare una domanda sugli slot aerei – a meno che nell'accordo tra gruppi questo non sia stato già deciso che ci sia qualche collega che la deve fare – comunque la faccio ugualmente?

4-057

Chair. – Commissioner-designate, do you want to respond to that? No.

4-058

Giommaria Uggias (ALDE). – È solo un invito, apprezzo la sincerità del Commissario e l'invito a ritornare sulla domanda specifica. La sua valutazione fa apprezzare il suo approccio nei confronti della materia e sono sicuro che su questo argomento torneremo per gli approfondimenti che lei sta ritenendo e affermando come necessari. Grazie Commissario.

4-059

Eva Lichtenberger (Verts/ALE). – Herr Kommissar! Sie haben in einer Antwort auf die Frage des Kollegen El Khadraoui in Bezug auf die Eurovignette angekündigt, dass Sie auch an Modifikationen denken. Jetzt kann man auf zwei Arten modifizieren: Entweder man sagt, wir respektieren z. B. sensible Zonen wie die Alpen und die für diesen Bereich abgeschlossene Alpenkonvention und versuchen, besondere, starke Regelungen zu erlassen, wie etwa eine Alpen-Transitbörse. Man kann aber auch sagen, wir führen Gegaliner ein und machen damit den Verkehr effizienter, wie es viele Vertreterinnen und Vertreter aus dem Norden befürworten. Das lehne ich natürlich ab, weil es eine schreckliche Wettbewerbsverzerrung wäre und den Staaten unendliche Kosten aufbürden würde. Meine Frage an Sie jetzt: Welcher Haltung neigen Sie zu – der ersten oder der zweiten? So wie ich Sie verstanden habe, neigen Sie ja eher den nördlichen Ideen zu.

4-060

Siim Kallas, Commissioner-designate. – I have already been here five and a half years and I do not know. Am I a Nordic person any more or not? I would like to be considered as a European, and I very much like being a European.

Europe is a compromise, and sometimes what I am worried about when I think about going ahead with the Eurovignette is that we may end up with a compromise

which does not satisfy anybody. This has happened many times in Europe during this last period as well.

I can only say that I really share your concerns about your region, and I have myself been in terrible traffic jams and seen the situation there. I do not know what the difference is between the Nordic model and a Central European model. The Eurovignette is a serious project. It must contribute to our overall objective to fight climate change and to our objective to organise transport better and more fairly. Heavy transport must have its share in this.

So, what about the details? Let us discuss the details and I definitely take it ahead. We know that in the Council's working plan it does not have a very high priority in the Spanish Presidency, but during the Belgian Presidency this may be a very important priority. I am very enthusiastic about working with you and with the Presidency to find the solution to address all these things which are politically sensitive and complicated.

So I do not wish to see any big difference between some Nordic approach and a European approach.

4-061

Eva Lichtenberger (Verts/ALE). – Ich möchte diese Frage noch einmal konkret stellen. Das mit dem nordischen Ansatz bei den Gigalinern war etwas ironisch gemeint, weil diese Idee vor allem aus nordeuropäischen Staaten kommt. Meine Frage ist ganz konkret: Wenn Sie daran denken, in Sachen Eurovignette Änderungen herbeizuführen, denken Sie dabei in die Richtung z. B. einer Alpentransit-Börse, oder denken Sie eher in die Richtung der Einführung von Gigalinern, wie dies von vielen Vertreterinnen und Vertretern aus dem Norden als Lösung im Verkehr gesehen wird? Das ist für mich die entscheidende Frage. Daraus kann ich nämlich ablesen, in welche Richtung Sie gehen wollen. Es ist festzuhalten, dass wir im Umweltbereich ein Problem haben, das sich von selbst nicht lösen wird. Dazu wird es Maßnahmen, etwa wie der Eurovignette – bedürfen. Wenn wir aber in Richtung Gigaliner ändern, fallen wir 30 Jahre zurück.

4-062

Siim Kallas, Commissioner-designate. – Giga-liners have been raised during preparatory process very many times and there are completely different opinions about them. I definitely will not take forward any concrete proposals without consulting your stakeholders. Personally, I must say that if I think about driving on the roads, I feel quite uncomfortable if I see very big trucks coming. But this is fear. I have a certain fear to have bigger and bigger trucks, and definitely these big trucks should make their contribution to the environment as well. Nothing today: I cannot say that we make any proposals to accept giga-liners. Let us discuss it.

Some people are very enthusiastic, so this is why I am very careful. If you ask me personally, I am afraid, but if you ask a lot of different experts, as always, experts have different views.

4-063

Peter van Dalen (ECR). – Twee concrete punten, mijnheer Kallas. Jammer genoeg heb ik u noch schriftelijk noch mondeling een belangrijke transportmodaliteit horen noemen, namelijk de binnenvaart. De binnenvaart is een milieuvriendelijke modaliteit en bovendien congestiereducerend. Deze sector verkeert in een grote crisis en ik wil concreet van u weten wat u vanuit Europa gaat doen om deze crisis aan te pakken.

Tweede punt. In het wegvervoer wordt door de lidstaten veel gebruik gemaakt van dagen en feestdagen om allerlei uitzonderingen en verboden toe te passen. Men kan dan niet rijden op die dagen en daardoor is de efficiëntie voor het transport minder en de milieuefficiëntie onvoldoende. Wat gaat u doen om deze uiteenlopende regelingen van uitzonderingsdagen aan te pakken en wordt het niet eens tijd dat u dat terugbrengt tot één of twee dagen waarop niet gereden mag worden in Europa, bijvoorbeeld op zondag?

4-064

Siim Kallas, Commissioner-designate. – Concerning inland waterways, that is a very interesting question. During this preparatory process, again I see that inland waterways are really very cheap and also very environmentally friendly. At the same time, over the years there has been a clear decline in the use of inland waterways services. But it is not so in every chain or every corridor. For instance on the Rhine, where there are good ports and good connections with big ports at the coast, they work better. So there is something to learn and to develop.

Of course, we must encourage investments to change vessels, which is one main issue. We probably should support people and train and encourage young people to go and work on the inland waterways, but I could not list everything. It is clear that we have instruments – the NAIADES programme to assist inland waterways – as well. But again, I think that this works very well when it is in combination with all other modes of transport, and this co-modality or combination of means of transport can provide a resource for growth.

Regarding different working times, I think that harmonisation would be good. How to do it is another question, but I would be in favour of harmonising these non-driving days.

4-065

Peter van Dalen (ECR). – Met het trainen van jongeren kan de crisis in de binnenvaart niet worden aangepakt. Het is veel belangrijker om te kijken naar de instrumenten waarover Europa beschikt om die crisis aan te pakken. Die instrumenten bestaan, namelijk de zogenaamde oud-voor-nieuwregeling en de sloopregeling. Dat zijn instrumenten die op de plank liggen en die met één klik Europees geactiveerd kunnen worden, zodat geld dat vanuit de sector al bijeen is gebracht in de Europese sloopfondsen, kan worden ingezet om de crisis aan te pakken. Deze activiteit kan binnen een paar weken worden ingezet ter bestrijding

van de crisis. Mijn concrete verzoek aan u is eens goed te onderzoeken hoe deze sector te helpen om uit die dip te komen.

4-066

Siim Kallas, Commissioner-designate. – I know this measure exists, this possibility of exchanging old vessels for new, and of course it is a good measure to be supported, but it depends on the resources available.

If you look historically and see that over a very long period of time inland waterways transport has been diminishing, then you cannot expect that tomorrow it will make a huge jump ahead. However, I can see that facilitating co-modality can be helpful, because the same Rhine example shows that there is a good port at Duisburg, with good connections with major seaports. There is enough use and enough income for inland waterways too.

If we can develop inland waterway corridors – as you know in TEN-T networks there are certain bottlenecks to which a solution must be found – then this also creates new possibilities for inland waterways, such as the Danube, and also the link between France and Belgium.

4-067

Morten Messerschmidt (EFD). – Jeg vil godt vende tilbage til et tema, der kun kortvarigt blev berørt for en times tid siden, nemlig hele det storpolitiske spørgsmål, som også ligger under Deres ansvar: spørgsmålet om Europas uafhængighed i forhold til energiforsyningen, hvor jeg tror, at overgangen til biobrændstoffer i transportsektoren er noget helt væsentligt. Derfor vil jeg gerne høre mere om det, De sagde tidligere, nemlig at De var tilfreds med den 10-procents-målsætning, der ligger i øjeblikket. Skal det forstås sådan, at De ikke mener, at man skal være endnu mere ambitiøs? Det er helt uholdbart i min optik, at vi i dag er afhængige af så ustabile regimer, som vi ser i Mellemøsten, når det drejer sig om vores transportsektor. Vores reelle vej ud af den klemme, ud af den afhængighed, består altså i at finde alternativer, det være sig elbiler, men i særlig grad også biobrændstoffer. Derfor vil jeg gerne høre, om ikke De har en noget højere ambition end den 10-procents-målsætning, der ligger i dag.

4-068

Siim Kallas, Commissioner-designate. – Ambitions run high but ambitions must be affordable as well as achievable. Do not doubt that I am green. In 1972 I had already decided to become a research fellow and my subject was then economic problems of the protection of the environment. That was quite some time ago. Unfortunately, I did not get to finish this work.

Energy dependence is a huge issue. When it comes to biofuels we can of course be ambitious, but I would like to have a clear plan on how to achieve this ambition. Energy dependency is a huge issue for my colleague who is somewhere in the neighbouring facilities answering questions from your colleagues.

I think that, in addition to biofuels, we have plans to facilitate more carbon neutral transport, both railways and maritime transport, which uses much less fuel. This was the case in 1973 at the time of the OPEC oil crisis. Mr Chair, if you could allow me to elaborate for a further ten minutes I could give the historical context.

But then the European industry reorganised itself and we facilitated cars which used less fuel as well. So a combination of all this could bring us our ambition which is, as I said, indisputable. It is clear to the whole world that we must go ahead with decarbonisation and the more efficient use of fuels. So this reorganisation of transport clearly contributes to less dependence on the import of fuels.

4-069

Morten Messerschmidt (EFD). – Hr. Kallas! Jeg mener ikke, at De konkret har besvaret mit spørgsmål. Jeg forstår, at vi er enige om hensigten, men det, jeg spørger om, er – hvis vi skal beskrive det set fra den anden side – om det er acceptabelt, at de olieproducerende lande i dag kan være sikre på at skulle levere 90 % af det, vi har brug for i transportsektoren. Det er nemlig reelt konsekvensen af den politik, som De foreslår, og den politik, vi har i dag. For mig at se er det helt åbenlyst, at svaret må være: ”Nej, det er ikke acceptabelt”. Derfor må vi træffe nogle beslutninger, som går i retning af, at 10 % kun er begyndelsen, og at vi skal langt højere op.

Et andet anliggende inden for denne ramme, som jeg gerne vil rette Deres opmærksomhed mod, er spørgsmålet om, hvorvidt anden generation til stadighed skal tælle dobbelt inden for denne 10-procents-ramme, for det betyder reelt, at vi om få år teknisk set kan have opfyldt vores målsætning på 10 %, men at vi, fordi man i sektoren udelukkende bruger anden generation, reelt kun har opnået 5 %. Det betyder, at Mellemøsten og regimerne dér sidder på 95 % af vores transportsektor. Det er ikke rimeligt, hr. Kallas.

4-070

Siim Kallas, Commissioner-designate. – The European research family works hard to facilitate the creation of second generation biofuels and this definitely can only be supported. But you asked whether I agree that dependence is too weak. Yes, I agree. You know that I am Estonian and I must say: do you remember the beginning of 2006 when the gas was suddenly switched off? Then, in fact, a real move, a much faster and much more rigorous and dynamic move towards all our targets started.

So I must just say that everybody recognises that Europe should not be very dependent on unreliable partners, especially for the supply of fuels. You should not doubt that, although I may have different views, I definitely share your concerns.

4-071

Antonio Cancian (PPE). – Signor Commissario designato, lo sviluppo sostenibile dei trasporti prevede una buona programmazione, ma anche un'adeguata realizzazione e quindi una disponibilità adeguata per la

realizzazione. Io mi fermo su questo punto; mentre ho trovato soddisfazione nella sua presentazione nella relazione che ha fatto, ho trovato un po' di dubbi sulla risposta che ha dato ai nostri colleghi, quando le hanno parlato di questo argomento.

Sono d'accordo che bisogna razionalizzare e concentrare sulle grandi strategie e quindi questo è un ottimo ragionamento che va consolidato, però di fronte alle cifre importanti che abbiamo, la domanda è questa: Lei Commissario designato, intende rivedere l'ingegneria finanziaria allo scopo di convogliare e possibilmente integrare queste scarse risorse pubbliche disponibili in un fondo europeo ad hoc per le sole TEN-T, in cui si raccolgono tutti i possibili investimenti privati nel sistema delle PPPI?

4-072

Siim Kallas, Commissioner-designate. – I am very much in favour of attracting public/private partnership. Obviously it is not only public money which can solve the problem. This is very important. But unfortunately I must say that great hopes were placed in the Trans-European Networks, and in terms of numbers we see that these hopes have not been fulfilled.

Of course we have an economic crisis, but we still need some EUR 300 billion to complete the TEN-T networks and we only have EUR 100 billion, one third of that amount, for this purpose.

So we should, I suppose, discuss with our possible partners, banks, and especially investment banks, which already have some ideas how to take ahead this fruitful cooperation between public money and public institutions and the private sector and to encourage the private side, though there is a question of reliability and long-term planning and other things which must be addressed.

4-073

Antonio Cancian (PPE). – Signor Commissario, lei è un economista e non è una colomba, ha detto prima, e ha parlato di un fondo importante adeguato alle TEN-T. Ci si può impegnare oggi per dire che persegue questa strada e cerca di variare il documento di consultazione della Commissione sulla strategia dell'Unione europea per il 2020, che è previsto per la primavera prossima, perché non trova riscontro sullo sviluppo sostenibile delle infrastrutture?

Perché questo è il punto focale della questione: c'è un documento sulla strategia 2020 che non riporta lo sviluppo sostenibile, qui c'è la possibilità oggi di realizzare queste infrastrutture solamente in una direzione, creando non come il fondo Marguerite – perché è stato un esempio che abbraccia molte cose con fondi illimitati – ma andare sulle TEN-T attraverso un fondo ad hoc. Lei prima lo ha detto, nella sua relazione, si impegna ancora Commissario, su questa direzione?

4-074

Siim Kallas, Commissioner-designate. – Yes, of course I am committed to going in that direction. We will have

a 2020 Strategy discussion very soon. Now is a bad time, of course, because we are in transition from one Commission to another, but the new Commission wants to discuss the initial lines for this 2020 Strategy very soon.

I am not sure that every good idea can immediately be reflected in this strategy, but it will be presented to Parliament as well, so the committee will have a strong say in it. What I intend to do is to prepare well our strategy in these financial matters before the discussions on the next Financial Perspective start.

The review will be presented in 2010, but the true discussions on the next Financial Perspective will probably take place in 2011. We should then create a common position, and with the support of the Committee on Transport must go ahead with certain proposals where we definitely see a need to increase funding and find solutions for strategic or core projects, which are really trans-European infrastructure projects. That is probably as much as I can say today.

4-075

Debora Serracchiani (S&D). – Signor Commissario designato, il sistema ferroviario europeo sta perdendo competitività di anno in anno. Io credo che la liberalizzazione sia uno strumento per stimolare questa competitività, come è accaduto ad esempio nel sistema dell'aviazione, dove c'è stato un aumento dell'offerta, una riduzione dei costi e anche un notevole miglioramento nei servizi per i cittadini.

Lei si è già impegnato in qualche modo e ha detto che è favorevole alla liberalizzazione, io le chiedo però oggi un impegno politico maggiore. Io le chiedo di darmi una data, di dirmi in quali tempi e con quali misure lei ritiene che si possa realizzare la liberalizzazione del sistema ferroviario europeo, anche eventualmente attraverso un periodo transitorio che sia accompagnato da una clausola di reciprocità e in particolare e più in generale, anzi, le chiedo se può dirmi in quali tempi e con quali misure, oltre alla liberalizzazione, lei ritiene di poter realizzare e rilanciare la competitività del sistema ferroviario?

4-076

Siim Kallas, Commissioner-designate. – That is a very interesting question. Where liberalisation has already taken place, there are certain examples where railways are gaining, as in the transport corridor from Hamburg to European internal areas. Liberalisation already provides some examples, but there is much still to do.

Freight liberalisation was supposed to be completed in 2009. We are now going ahead with infringement proceedings where that legislation has not been implemented. 2010 is supposed to see the liberalisation of passenger transport. There are also a lot of other areas where we can improve the functioning of transport.

One question – for me to answer as well – is why, when everybody is talking positively about railways, which are growing, are they growing at a slower rate than other modes of transport? Just a couple of days ago we had the

interesting information that for long distances, over 300 km, railway transport starts to become cheaper than road transport. So why the preference for road transport? It is about punctuality.

So the functioning of the railways is one thing we can improve, including as regards electronic access to services and freight – an area where we can abolish barriers such as trains having to stop at borders and having to comply with all the different legislation concerning signalling equipment and the electronic railway traffic management system. This will enable us to go ahead, and I intend to push ahead with this agenda.

4-077

Ismail Ertug (S&D). – Sehr geehrter Herr Kommissarsanwärter, Herr Kallas! Liberalisierung ist natürlich wichtig, aber es ist für uns kein Dogma. Wir brauchen einen konkreten Nutzen für unsere Bürger. Es hat mir in Ihrem Einleitungs-Statement gefallen, dass Sie zitiert haben, dass der Verkehr den Bürgerinnen und Bürgern dienen muss, und zwar in nachhaltiger Weise. Um das zu erreichen, ist die Interoperabilität ganz besonders wichtig. Interoperabilität im Bahnverkehr spielt eine ganz entscheidende Rolle, um Hindernisse an inneren und äußeren Grenzen der EU zu beseitigen und die Entwicklung vor allem eines immer enger werdenden, zusammenwachsenden europäischen Binnenmarkts voranzutreiben. Jetzt konkret meine zwei Fragen: Mit welchen Maßnahmen möchten Sie die Schieneninfrastruktur europaweit interoperabel – Stichwort ERTMS – gestalten, und wie möchten Sie sie insbesondere finanzieren? Sie haben eingangs gesagt, dass die Schienenverkehre mehr Geld benötigen, und das ist meine konkrete Frage dazu.

4-078

Siim Kallas, Commissioner-designate. – Logically all technology must be paid for by users, but I think that the Rail Traffic Management System is scheduled for introduction in 2015, which is a very long way off.

Europe, through TEN-T network money, has also supported the introduction of this European Rail Traffic Management System, so I think that is the right way to do and support it, which would finally then reduce barriers, but there are several other barriers as well, and really we must discuss with all stakeholders to facilitate interoperability, because there are some really ridiculous facts which I have learnt in my briefings.

4-079

Artur Zasada (PPE). – Panie Komisarzu! Odnoszę wrażenie, że Unia Europejska nie wykorzystuje w pełni potencjału, jaki tkwi w europejskiej przestrzeni morskiej. W związku z tym chciałbym zapytać Pana, jakie inicjatywy zamierza Pan podjąć, aby transport w ramach europejskiej przestrzeni morskiej był bardziej atrakcyjny, efektywny i konkurencyjny? Do jakich konkretnych działań jest Pan gotowy zobowiązać się już dzisiaj i kiedy możemy spodziewać się ich efektów?

I teraz pytanie dotyczące edukacji, ale także bezpieczeństwa – co myśli Pan o inicjatywie utworzenia

Europejskiego Centrum Edukacji Morskiej? Centrum to grupowałoby europejskie wyższe szkoły morskie i koordynowało ich programy nauczania, dostosowując je do zmieniających się potrzeb i specyfiki transportu morskiego. Bardzo oczekuję konkretnych odpowiedzi, pomimo tego, że temat moich pytań jest morski, bardzo proszę o konkretne odpowiedzi.

4-080

Siim Kallas, Commissioner-designate. – Our purpose is to first take down these barriers where a ship leaving a European port and entering another port is considered to have left European waters and must go through all the custom formalities and other formalities when coming back. In my view, this is really ridiculous.

So this is the first thing I would like to do – facilitate all port reception facilities. Many barriers obviously have a historic background but we are trying to remove these. This is also in the maritime package which will be presented next year. Maritime transport is today somehow stabilised and is quite well used in inter-European transport. Of course the question again is how to combine this with other modes of transport.

I have not heard about a maritime academy before. I think there are education institutions in Member States. So far we have not succeeded in establishing any all-European educational institution from the centre of Europe. Maybe we should simply support the quality of education in national maritime schools. But I am ready to discuss this because this is the first I have heard about this.

4-081

Ville Itälä (PPE). – Arvoisa puheenjohtaja, jatkan yhteisestä eurooppalaisesta merenkulusta.

IMO on tehnyt päätöksen laivojen rikkipäästöjen vähentämisestä Itämeren ja Pohjanmeren alueella. Tämä vääristää kilpailua Euroopassa ja jakaa Eurooppaa, tämä on epäoikeudenmukaista Euroopassa. Jos tästä on jollekin hyötyä, niin ehkä venäläisille, jotka eivätkin sitoudu IMO:n päätökseen, vaan kuljettavat tavaroitaan kyseisillä alueilla.

Kuten sanoitte, kunnianhimo on korkealla kyseisessä asiassa, mutta tähän ei ehkä ole varaa. Haluaisinkin tietää, miten aiotte toimia, jotta yhteinen eurooppalainen merenkulku toteutuisi paremmin.

4-082

Siim Kallas, Commissioner-designate. – I have heard about these issues, but certain requirements concerning sulphur in ships have been internationally decided with the unanimous participation of the European Union Member States, so I do not see that there is any political room for manoeuvre to go back and to lower these requirements.

As far as other countries are concerned, difficult negotiations with some partner countries are always so, but I would just remind you that the same issue came up several years ago concerning double or single hull

tankers. Nonetheless, it is now overall practice in the world that single hull tankers, dangerous tankers, are phased out, so this was internationally decided and I do not see any possibility of returning to change it back somehow.

4-083

Inés Ayala Sender (S&D). – Señor Kallas, en mi calidad de ponente para la Directiva sobre la aplicación transfronteriza de multas de tráfico, querría una respuesta concreta a las preguntas siguientes:

En primer lugar, ¿cuándo tiene usted intención de presentarnos la nueva propuesta? ¿Seguirá usted cercano al Parlamento?

En segundo lugar, conociendo su coraje político y ante el fracaso de la reducción del número de víctimas mortales de la carretera a la mitad para este año 2010, ¿tendrá usted el coraje político de presentar propuestas vinculantes para establecer un sistema europeo de límites del exceso de velocidad y de límites del consumo de alcohol al volante?

Permítame una última cuestión sobre la cohesión territorial. En sus respuestas escritas, habla usted de definir una red central, en la que debería concentrarse la financiación comunitaria en el futuro. Como ciudadana de un país periférico, muy periférico, ¿debo empezar a preocuparme muy seriamente?

4-084

Siim Kallas, Commissioner-designate. – With regard to these cross-border offences, I consider this one of the most urgent matters to be presented to the Commission and you as soon as possible. I do not know, but it probably takes a couple of months. We will have a road safety action plan in our pipeline, but I would like to do this as fast as possible and I think that the Lisbon Treaty gives us additional possibilities to move ahead. I consider this an idea worth fighting for and I am ready to fight for this.

Now on harmonising speed limits and alcohol limits, I do not think that I will propose something very concrete in future. It would definitely be nice to harmonise speed limits. You come from France and you forget that Belgium has a lower speed limit and then you will be in trouble, but it depends enormously on the quality of roads, on the quality of how transport is organised and on the culture. I do not think that we have enough political credit to declare that we now have a clear recipe that for Estonia or for Spain a speed limit of 120 or 130 is applicable. That is my question. It is harmonised very much in urban transport. As I understand, it is more or less the same everywhere.

The same concerns alcohol. The culture is completely different in Belgium and in Estonia. I would be much more strict in Estonia than in Belgium for instance. Don't quote me!

I share your concerns, as I said already on many occasions, that integration is not yet reflected in the

connections between the remote areas of the European Union, and we must facilitate this in roads, in rail transport and also in flights.

4-085

Olga Sehnalová (S&D). – Vážený pane komisaři, již zde padly otázky na bezpečnost silniční dopravy a 40 000 usmrcených osob na evropských silnicích ročně je skutečně dobrý důvod pro zařazení této agendy mezi Vaše priority. Zmínil jste také čtvrtý akční program bezpečnosti silničního provozu a já bych se Vás ráda zeptala na konkrétní priority, které bude obsahovat. Zmínil jste již oblast infrastruktury, ale je také nutné zaměřit se i na další záležitosti, např. na změnu chování řidičů, oblast vozidel. Jaké jsou zde Vaše představy? Která opatření považujete za nejúčinnější? A zajímalo by mě rovněž, jak budete aplikovat zásadu subsidiarity v této oblasti.

4-086

Siim Kallas, Commissioner-designate. – It is the culture of driving. We always produce huge action plans, so there are always a lot of actions but some are particularly important. I have already highlighted intelligent transport systems and improving infrastructure where the traffic accidents are the biggest, and all these things.

But you ask a very interesting question about culture. This must really be addressed nationally in Member States. But I just want to say that this situation is not hopeless. In my own country, in Estonia, at the beginning of the 1990s 400 people died every year in traffic accidents. Today this figure is 100. It was very much expected that in 2009 it would go below 100, but finally it was 100 or 101, or something like that. So this is possible. Culture changes when other things change too. So it is not so hopeless.

4-087

Ádám Kósa (PPE). – Tisztelt biztosjelölt úr! Az utasjogi rendeletekről szeretném kérdezni, mert az utasjogi rendeletek között nagy zavar van. A kérdésem a következő: szakítani akar-e azzal a gyakorlattal, hogy a különféle közlekedési eszközök – ahány, annyi féle rendelettel és különféle szabályozások alá esnek, mert az eltérő szükségletű emberek nem kapják meg egységes színvonalon a szolgáltatást? Ha egyetért azzal, hogy szakítani kell ezzel, vagyis az eddigi kényelmetlenségekre nem ad okot a fogyatékos vagy különböző szükségletű emberek tekintetében, hogyan kívánja ezt komplexen megközelíteni? Én javasolnám egy utasjogi chartának a megalakítását, amely egységesen szabályozná pontosan a definíciókat az utasjogokkal kapcsolatban. Egyetért-e ön ezzel?

4-088

Siim Kallas, Commissioner-designate. – I agree that we have our European transport and, especially in supporting passenger rights, we have some common principles which must be the same for all modes of transport.

So the answer is: yes, I would like to facilitate some kind of common approach in all modes of transport.

Regarding the question which we have already touched upon here, about the timetables, I as a passenger would like timetables to be respected by all operators. Why do airlines pay a lot of compensation and some other modes not?

So yes, I am in favour of considering Europe as a single transport area with the same – or at least some kind of – code of common behaviour concerning passenger rights and concerning, of course, also the rights of people with reduced mobility.

4-089

Ádám Kósa (PPE). – Köszönöm a választ. Ezzel kapcsolatos az újabb kérdésem. Egy pontos konkrét kérdésem van. Hogyan lehetne áthidalni például az olyan problémát a különböző utasjogi rendeletek között itt, hogy különböző szemszögből értelmezik a szolgáltatók, a szolgáltatást igénybe vevők – vagyis az utasok – és az egyes országokban működő bíróságok is? Emiatt nagyon sokszor előzetes döntéshozatali eljárásra van szükség az Európai Bíróság részéről, és emiatt időben húzódnak ezek a dolgok és az utasok kárt szenvednek emiatt. Van egy konkrét ügy, például az Air France ügye, amiben az utasjogi rendeletek egyértelműen azt mondják, hogy a járatot törölték, közben az Európai Bíróság ezt nem ennek minősítette. Hogyan kívánja ezt a problémát áthidalni, hogy pontosan definícionálják az utasjogokat és a képviselőknek és a civil szervezetek együttműködését?

4-090

Siim Kallas, Commissioner-designate. – The Court is of course always the ultimate institution which decides. It is mandatory for all of us to follow the Court's decisions but, as I said, everything takes time.

I think that passenger rights have been developed tremendously in Europe, especially in air transport. There is definitely room for improvement and also in implementation. We have a lot of questions about how to implement better and to fine tune all the details of these passenger rights. As I said, this is one of my most important priorities. If we go for more dynamic modes of transport, we must also defend people who use this transport. So I share your view, and I promise to come up soon with some common approach or common code.

4-091

Knut Fleckenstein (S&D). – Herr Kommissar! In der Mitteilung zur Zukunft des Verkehrs hebt die Kommission ja zu Recht hervor, dass die effiziente Nutzung aller Verkehrsträger und vor allem deren Vernetzung besonders wichtig sind. Maritime Verkehre sind Schlüsselemente europäischer Transportketten, und Seehäfen sind besonders wichtige Verkehrsknotenpunkte. Ich möchte gerne wissen, wie Sie diese Verkehrsknotenpunkte – Sie haben das selbst als Priorität benannt – in Ihrer Überarbeitung der Leitlinien für die TEN-T besser berücksichtigen wollen. Ich habe alles gelesen, was die Kommission bisher dazu gesagt hat. Deshalb ist meine Frage: Haben Sie eine neue Idee, die uns weiterbringt, etwas, das wir noch nicht gehört haben? Und können Sie sich vorstellen,

z. B. darüber nachzudenken, ob Verkehrsströme, die über Seehäfen laufen, generell als grenzübergreifend anerkannt werden können, um die Seehäfen und ihre Hinterlandverkehre besser in unsere Planungen einzubinden?

4-092

Siim Kallas, Commissioner-designate. – All good ideas in this direction are most welcome. I probably do not have all the good ideas immediately in my head, but I am sure my services, in cooperation with Members of Parliament, some of whom have worked in this area for decades, can help me.

On ports, promoting port and sea transport: it is very interesting in that we have different practices in different ports. We have some ports in the North Sea which are developing very well and there is also the very interesting experience of Hamburg, which has found some very good co-modality with railways and a lot of service transport. Use of this is increasing.

What we can do is to explore the concept of 'green corridors' as a holistic approach, and make it operational, including all modes of transport, and then abolish barriers which hinder or slow down the work of good ports. There are several strange bureaucratic rules which have to be followed by ships in our European cabotage.

4-093

Gilles Pargneaux (S&D). – Monsieur le Commissaire désigné, permettez-moi d'aller un petit peu plus loin par rapport à votre réponse et à la question posée par mon collègue Knut à l'instant, sur le transport maritime et aussi, surtout, sur le transport par voie navigable.

D'un point de vue écologique – tout le monde le reconnaît aujourd'hui – nous devons faire en sorte de développer le mode fluvial pour permettre effectivement une politique plus forte en matière, notamment, de réduction des gaz à effet de serre.

Je souhaiterais donc, nous souhaitons savoir quel est votre calendrier pour les cinq années à venir, permettant ainsi de développer concrètement la politique en matière de voies navigables en Europe.

À titre d'exemple, prenons le canal à grand gabarit Seine-Nord Europe, qui sera construit à l'horizon 2015 pour relier le Bassin parisien au Nord-Pas de Calais et, au-delà, au Benelux. On le sait, ce sont 13 à 15 millions de tonnes de marchandises qui seront ainsi transportées en 2020, soit l'équivalent de 500 000 poids lourds par an.

Quelles sont donc les propositions concrètes que vous avez dans ce domaine?

4-094

Siim Kallas, Commissioner-designate. – Concerning inland waterways, the key issue is obviously what has already been mentioned several times. For me, the key issue is including inland waterways in the core network of European transport corridors. This means what you,

honourable Member, just said about also abolishing certain bottlenecks such as the canal between France and Belgium that you mentioned. There is a certain bottleneck in Bavaria which, if solved, would allow us to join the Rhine basin to the Danube basin and would create absolutely new possibilities.

Of course, all these measures are to support inland investment in modern equipment and by inland I mean not only ships but also ports where you can use all the possibilities for co-modality to shift containers from inland waterways to other modes of transport.

4-095

Corien Wortmann-Kool (PPE). – Ik zou een vraag stellen over de internalisering van externe kosten, maar daar heeft u al veel over gezegd. Daarom wil ik graag terugkomen op de bodyscan en het antwoord dat u heeft gegeven aan collega's De Veyrac en Gahler.

Dat bodyscans niet toegestaan zijn in de lidstaten, ook niet in een testfase, kan uitgelegd worden. Nu is er op de luchthaven Schiphol een testfase gaande en deze week nog worden nog nieuwe bodyscans operationeel gemaakt op risicovluchten naar de Verenigde Staten, als een van de maatregelen - niet dé maatregel - om de veiligheid te versterken na de terroristische aanslag.

Ik heb daarover twee vragen. De privacy wordt daar dus goed beschermd. Er is een EU-verordening op basis waarvan dat is toegestaan. Erkent u dat? En ten tweede: het is heel goed dat u een voorstel wil indienen voor een Europese verordening voor eenduidige invoering van die bodyscan, maar wanneer komt u daarmee? Gaat u dat heel snel doen, zodat inderdaad eenduidige invoering op risicovluchten gewaarborgd kan worden?

4-096

Siim Kallas, Commissioner-designate. – I consider that all European rules are extremely necessary in dealing with this issue and this is a widespread opinion. It is now probably more so than before the Detroit incident. We have worked closely with future Commissioners involved in home affairs and they have their views on how to defend and protect privacy.

I know that this study to explore all aspects of body scanners, which has been ordered by Parliament, will be ready within months. That will be soon and then we can continue this discussion. Body scanners are definitely not a miracle but technologically it is also clear that they increase our security and safety. Now we must remove any harmful side effects.

4-097

Corien Wortmann-Kool (PPE). – over hoe de binnenvaart . Mijn concrete vraag over hoe de binnenvaart bevorderd kan worden, is de volgende. Het NAIADES-actieprogramma is ten dele uitgevoerd. Bent u bereid naar het Europees Parlement te komen voor een discussie over het NAIADES-actieplan en om een rapport op te stellen over de uitvoering van dit actieplan?

4-098

Siim Kallas, Commissioner-designate. – The answer is clearly yes. Of course I will discuss it with you because, as I said, several of you have much greater experience in this field than me. We have to find the right political solutions and this is a place where we can find these solutions. So definitely the action plans are for us together.

4-099

Dieter-Lebrecht Koch (PPE). – Herr Kommissar Kallas! Sie haben als Ihre Vision einen einheitlichen europäischen Verkehrsmarkt angekündigt. Ich hätte nun gern noch einmal eine konkrete Einschätzung

a) zur Bedeutung der Liberalisierung in den Bereichen Straßen- und Luftverkehr sowie ganz besonders den Schienenverkehr und die Häfen betreffend;

b) zum erreichten Stand der Liberalisierung der einzelnen Märkte. Sind die Möglichkeiten der europäischen Gesetzgebung bezüglich der Liberalisierung bereits ausgereizt? Und wie steht es mit der Umsetzung der verabschiedeten Pakete? Ich denke ganz besonders an das erste Eisenbahnpaket und die Häfen.

c) Welche Bedeutung messen Sie der Logistikbranche unter dem Aspekt der Marktliberalisierung bei, und welche Anreize und legislativen Maßnahmen planen Sie zur Stärkung eben dieser Branche?

4-100

Siim Kallas, Commissioner-delegate. – Liberalisation has produced good results in aviation and the market is quite liberal in road transport. Liberalisation is ongoing in the railway sector, where you know the main documents have been adopted. The devil is always in the details and implementation. We plan to revisit the railway package in September and to come to you then to look at what has happened and to see what must be done next.

You touched upon the very interesting question of logistics. This has a great potential for growth in Europe, and this is definitely one area where we should look especially at how the logistics combine the different modes of transport and what can be done to develop this area. I think that there is a very big growth potential there, and this is more or less liberal. But then again, logistics account for some 15% of all costs by some estimations.

So if we can reduce the costs for logistics it will be a great competitive advantage for European business. It is a very important area, but logistics are mostly private and I do not know that there are such big obstacles to good functioning.

But I would just underline that, when you look at the four freedoms in the European Treaty, the four basic freedoms of the internal market, if you go deeply into all these four freedoms you can see that nothing is perfect. Everywhere we have possibilities for development and everywhere we have the need to fight for certain details against protectionism which is sometimes covert. I will try to do my best.

4-101

Georges Bach (PPE). – Vielen Dank, Herr Vorsitzender! Sehr verehrter Herr Kommissar Kallas! Bei allem Verständnis für Ihre Euphorie in Bezug auf die Liberalisierung: Diese Politik hat in den letzten Jahren doch nicht ausschließlich Vorteile für den Verbraucher und die Arbeitnehmer mit sich gebracht. In gewissen Bereichen wie zum Beispiel in der Luftfahrt, dem Bereich, den Sie eben angesprochen haben, beherrschen mittlerweile nur noch einige wenige privatwirtschaftliche Akteure den Markt. Und laufen wir nicht Gefahr, aus ehemaligen nationalstaatlichen Monopolen heute private Monopole zu machen – mit allen negativen Konsequenzen für Kunden und Beschäftigte? Welche Mittel und Möglichkeiten sehen Sie, um einer exzessiven Konzentration im Verkehrsbereich entgegenzuwirken?

In Ihrer Mitteilung haben Sie zugesagt, dass Sie mögliche Maßnahmen für eine weitere Liberalisierung der Verkehrsmärkte prüfen werden. Gedenken Sie nicht, zuvor eine vollständige, ehrliche Bewertung der bisherigen Liberalisierung mit allen Aspekten, mit den wirtschaftlichen und sozialen Problemen, mit den Fehlentwicklungen vorzunehmen, bevor weitere Schritte unternommen werden? Kann man eine solche Evaluierung von Ihnen erwarten?

4-102

Siim Kallas, Commissioner-designate. – Of course it should be assessed, and I am not euphoric about liberalisation. If you noticed, in my introductory remarks I said that liberalisation must clearly be combined with high standards in quality of service, and safety and social standards as well. In every process we should assess how we have defended those standards, including social standards.

The assessment of liberalisation and the railway package will be submitted to you, and the White Paper will definitely assess the achievements of privatisation in the aviation sector.

To comment on one detail, you said that there is too great a concentration in the European aviation sector. It is true that this has increased, but there are three big groups that control 60% of the European aviation market. Compared with some other areas, this is not so dramatic. 30% – and increasing – of the remainder is accounted for by absolutely new incoming carriers who are aggressively gaining a share. So, in my view, the competition situation is not bad.

4-103

Chair. – Thank you, Commissioner-designate. We now come to the Chair's questions. Because you have been very good and have stuck to your time, and because I had in the timetable some minutes set aside for Members not being able to be disciplined and keep to their time, we can have about 10 minutes of catch-the-eye, particularly for Members who have not had a chance to speak. I just put that as a suggestion, but can I put my own question first, and then we will come back? If there

are any objections we will finish. It is a mere suggestion from the chair.

My question to you, Commissioner-designate, is: how do you see the European Union developing its role in international agencies in the future, especially in the area of the IMO and ICAO in maritime and civil aviation, as well as the railways (though it tends to be those two areas, the IMO and ICAO, the big international organisations)? How do you see the EU developing its role there in the next five years?

4-104

Siim Kallas, Commissioner-designate. – This is a huge question. It is clear that in many areas we depend very much on international cooperation, and without international cooperation we cannot go ahead and achieve many objectives, but I must also say that the weakness of the European position lies here – not in this room, but in Europe as such.

We have different Member States with different views and our negotiators always have a weak position. At the same time, our opponents, knowing that there are different views, always pick up on these countries that are more favourable. So we need to try to form a strong common position using the Lisbon Treaty in international organisations. This is a general point, and we need to form a good negotiating position which also has room for manoeuvre, and then negotiate from a much more powerful stance.

This is an interesting question and I hope that, with the many international treaties which must be accepted by you, we can have the possibility to discuss this issue, which is very exciting and which I am very passionate about.

4-105

Chair. – Thank you, Commissioner-designate. My follow-up question is: if that is the case, and I accept what you are saying, how would you ensure that the European Union gets a fair deal out of the second stage of the EU-US Civil Aviation Agreement? We seem to be having difficulties with our American colleagues across the Atlantic in getting them to share our particular philosophies about open skies and liberalisation of the market.

4-106

Siim Kallas, Commissioner-designate. – A most difficult question, as far as I understand from these negotiations, concerning the rights of European operators participating in United States markets in terms of buying shares and in terms of operating services as well. Of course, this is a tango for two and, as Yitzhak Rabin said, you must always negotiate not with friends but with opponents.

But I very much admire the participation of the Committee for Transport and Tourism and in particular the Chair of this committee in this process. I see that we must form a front which also reaches the legislative people in the United States, because in many cases they

simply have no idea of European observations and considerations. They are very local, very concentrated on their domestic political objectives. So we must go ahead with a common strong European position everywhere and then work hard with our governmental partners and also with legislative bodies. This will not guarantee success, but at least it is a direction in which we can go.

4-107

Chair. – I appreciate that. We are now at the end of the speakers on the question list. I am in your hands. Hopefully, with the agreement of the Commissioner-designate, since we have about 10 minutes' spare time I suggest we have a catch-the-eye. I will try and balance it out. Mathieu, did you have a particular question you wanted to ask?

4-108

Mathieu Grosch (PPE). – Herr Vorsitzender! Wir in der EVP haben da noch einen oder zwei Kollegen, die gerne eine Frage gestellt hätten. Wenn wir noch Zeit hätten, möchte ich vorschlagen, dass man die beiden Kollegen berücksichtigt.

4-109

Chair. – I had that in mind because I know you surrendered a question previously. I am aware of that and I did have that in mind, but I will try and balance it out amongst the other groups as well.

I have a list of people at the moment who, as soon as I mentioned, it raised their cards, but I will start with Mr Marinescu. It will be one minute and no follow-up, with a one-minute reply.

4-110

Marian-Jean Marinescu (PPE). – Domnule comisar desemnat, ați menționat în timpul audierii că eficiența transportului fluvial depinde de legătura cu porturile maritime. În acest sens, aș vrea să vă întreb: care sunt propunerile dumneavoastră pentru strategia pentru Dunăre pe care Comisia trebuie să o finalizeze până la sfârșitul acestui an și care este viziunea dumneavoastră pentru dezvoltarea, din punctul de vedere al transportului, a zonei Mării Negre? Pentru că, indiferent care este situația în acest moment, nevoia de securitate energetică va transforma zona Mării Negre într-o zonă de noi rute energetice, care vor avea nevoie de mijloace de transport pentru dezvoltarea economică din zonă.

4-111

Siim Kallas, Commissioner-designate. – The Danube has great potential, only 10% of which is currently being used, according to assessments.

We must hold negotiations on the Danube Delta regime, as at the moment there are complications between Romania and Ukraine over certain channels. We must of course be extremely vigilant over the environment there.

The main issue concerning the Danube Delta is to create connections between the Danube and the Rhine basins. There is also regional funding for the Danube Basin

strategy. This was a programme in support of the development of various facilities.

Concerning the Black Sea, you know that we have a project, or corridor, called TRASECA, which clearly takes into account the possibility of creating a transport line from Europe across the Black Sea to other parts of the world – mainly the Caucasus. This is an interesting project and I would definitely like to see it developed.

4-112

Izaskun Bilbao Barandica (ALDE). – Gracias, señor Comisario, por sus explicaciones. Me gustaría preguntarle en primer lugar cuáles son sus prioridades y sus proyectos para mejorar la seguridad marítima, de la que hemos hablado poco hoy por la mañana.

Y, en segundo lugar, en relación con temas de seguridad, me gustaría preguntarle si en su agenda está incluida también la seguridad de los barcos pesqueros y barcos mercantes que faenan en aguas de Somalia, en el marco de una operación europea llamada «Operación Atalanta», pero que, sin embargo, no está siendo eficaz al 100 %, porque esta misma semana han secuestrado un barco mercante con ciudadanos europeos, en este caso búlgaros.

Por lo tanto, me gustaría conocer, primero, el desarrollo previsto o el plan para mejorar la seguridad marítima, y, en segundo lugar, en relación con este último aspecto, quisiera saber cuáles son sus proyectos y su planteamiento para mejorar las circunstancias en este ámbito.

4-113

Siim Kallas, Commissioner-designate. – About maritime safety: I think that all legislative initiatives have created additional requirements for ships and ports to increase maritime safety, and this will definitely continue. I consider that the biggest achievement is to have an international acceptance that single hull tankers should be phased out, and definitely I will continue. I will not go into the details; there are some concrete details as well.

About pirates: this is a huge issue. So far we have been cooperating with international organisations and using the reporting mechanism and cooperation within the framework of the International Maritime Organisation. What can we do? We can only try to have better information about the ships – we have quite good information, provided by the Maritime Safety Agency, but we could have better contacts. This is the only thing we can do; we do not have military ships to send, at least the Commission does not.

4-114

Jacqueline Foster (ECR). – I think all of us in this committee room take for granted that, when we travel by air these days, we can check our baggage in and we will pick it up on the other side of the world, because of the agreements that date back through IATA co-chairing all of those things. I think that is a very good thing indeed.

A lot of us get queries though from our constituents regarding rail travel. If you want to travel from Helsinki and go down to southern Italy, that is not possible. It does not mean that it should not be able to happen because there are different rail companies, but what we need is a computer-reservations-type system, which we have had in the airline industry for decades.

So, I would be very grateful if the Commissioner-designate would take this point into account, because I think there would be cross-party and cross-group support for this sort of action in the Committee on Transport and Tourism, and I think it would be of great benefit to the citizens of the European Union.

4-115

Siim Kallas, Commissioner-designate. – I can only totally agree with you. You cannot go directly from Brussels to Berlin, not to mention some other routes, because you have to change train in Cologne; it is ridiculous in my view.

Of course these timetables and reservation systems are really very much behind the times, and I was very surprised that railways announced that they will not do it because it is too expensive. It was just last year that I read this news, not knowing that I would be dealing with these issues.

4-116

Isabelle Durant (Verts/ALE). – Monsieur le Commissaire, après toutes ces questions un peu spécifiques, je voudrais vous poser une question de méthode. Vous nous avez dit vouloir éviter le saupoudrage des moyens financiers pour les réseaux de transport.

Qu'envisagez-vous pour éviter la dispersion politique? Comment réagissez-vous à une proposition qui viserait à faire, dans le domaine des transports, un paquet "transports", comme on a fait un paquet "énergie", avec des objectifs portant sur la diminution des émissions de CO₂, sur le transfert modal, sur les parts de marché de chacun des secteurs, avec une attention particulière à la dimension sociale, c'est-à-dire aux conditions de travail des personnes travaillant dans ce secteur, en lien direct avec la sécurité, et tout cela en tenant compte de la stratégie pour l'Europe 2020 et des perspectives financières de l'Union?

Autrement dit, comment réagissez-vous à la proposition de construire une stratégie pour les transports à dix, vingt et trente ans, avec des objectifs en matière d'émissions de CO₂, d'une part, et des objectifs économiques, sociaux et de transfert de modes, d'autre part?

Je pense qu'une telle approche est indispensable, sans quoi nous nous perdrons tout simplement dans la division ou la dispersion des petits et grands problèmes.

4-117

Siim Kallas, Commissioner-designate. – Again, I can see that I agree with this observation. Meanwhile this is

my idea, to create a European single transport area under one cap and then we can really go ahead with common and coherent policies, for instance passengers' rights and safety and security measures. I think that this is my dream and I will come to you to tell what has come from this dream – soon.

4-118

Dominique Vlasto (PPE). – J'aimerais savoir si, dans le cadre du RTE-T, vous envisagez une extension de la stratégie en direction de la mer Méditerranée, car il est, me semble-t-il, nécessaire – et même urgent – d'assurer une cohérence entre les pays du Bassin méditerranéen, d'assurer un aménagement optimal des infrastructures portuaires, et ceci pour faire face, bien sûr, à l'augmentation du trafic maritime et à l'engorgement des ports.

4-119

Siim Kallas, Commissioner-designate. – I said at the beginning that I would pursue all initiatives that have already been established. Better connections with Africa and the Mediterranean have been pursued very intensively by my predecessor, and we will definitely continue with these initiatives. We can look at what we can do to facilitate the development of ports, because it is an interesting situation, as I know that southern ports are not as successful as northern ports. Here also, something must be done to make them more dynamic.

4-120

Silvia-Adriana Țicău (S&D). – Domnule comisar, din răspunsul dumneavoastră referitor la Marea Neagră, putem să considerăm ca pe un angajament al viitoarei Comisii și al viitorului Comisar pentru transport, că se va organiza o licitație pentru dezvoltarea de coridoare maritime la Marea Neagră în perioada 2010-2013? Până în prezent, nu există decât pentru Marea Baltică, Marea Nordului, Marea Mediterană, iar pentru Marea Neagră, până în prezent, nu s-a putut face acest lucru. De aceea, sper să avem un angajament din partea dumneavoastră pentru dezvoltarea de coridoare maritime la Marea Neagră.

4-121

Siim Kallas, Commissioner-designate. – I do not know that it is actually in my hands to promise that there will be a tender, because a tender is a very legal tool to use. So I must say no such a concrete commitment, but definitely my support to facilitate the Black Sea transport route as well. We should of course focus on a small number of projects. This might be my preference. As I said, why not the Black Sea? But no concrete commitments that there will be a tender immediately.

4-122

Giommaria Uggias (ALDE). – Signor Presidente, onorevoli colleghi, una considerazione e una domanda. La considerazione è questa: sono fortemente preoccupato sulla sua affermazione relativa alla concentrazione dei fondi sulla TEN-T, perché non vorrei che questa aprisse la strada verso opere faraoniche e inutili con i soldi dei contribuenti italiani, come il ponte sullo stretto di Messina.

La domanda è sugli slot aerei: lei intende attivare una politica attiva, relativa agli slot, per evitare le conseguenze negative del fallimento delle compagnie aeree e delle speculazioni finanziarie che diversi operatori stanno ponendo in essere in danno dei cittadini? In particolare voglio dire questo: la politica attiva sulla gestione degli slot e quindi l'attribuzione sul territorio e sulle cose consente una politica di tutela dei cittadini; lei intende quindi attivare una politica di questo genere?

4-123

Siim Kallas, Commissioner-designate. – There have been some elaborations on this slot issue in DG TREN, and I know that the rules which have been established have been temporarily suspended during the economic crisis and there is an urgent call to have some kind of strategy. So we will develop this strategy.

There is a European Airport Observatory, a body which should monitor this. I think we that we should have a comprehensive approach and I am definitely in favour of having and developing this. Let us not go into concrete projects and what is necessary and what is not, but there are some real bottlenecks which must be solved and which also show the European possibility to unite efforts – but what are the projects? This is another question.

4-124

Saïd El Khadraoui (S&D). – Sorry dat ik moet terugkomen op iets wat al aan bod is gekomen, maar ik probeer te begrijpen waar u voor staat, commissaris. Ik ben gestoten op wat misschien schijnbaar een tegenstelling is, maar als het schijn is moet u dat toelichten. Enerzijds zei u: "als liberaal zou ik eigenlijk liever hebben dat de kosten van transport zo laag mogelijk zijn", maar anderzijds bent u het engagement aangegaan om voor het principe van de internalisering van de externe kosten te gaan. Ik zou daar van u wat verduidelijking over willen hebben, want dat gaat niet altijd samen. Er zijn kosten die nu niet aangerekend worden, maar die wij wel willen aanrekenen om tot een eerlijk en duurzaam transportsysteem te komen.

Tenslotte - maar dat kunt u misschien integreren in uw slotverklaring - zou ik van u willen weten wat u persoonlijk wilt bereiken tegen 2014. Wat is de erfenis die u zou willen nalaten aan uw opvolgers op het gebied van transport? Wat vindt u essentieel om aan te pakken de komende jaren?

4-125

Siim Kallas, Commissioner-designate. – Maybe I can elaborate a little longer on this. There is no such contradiction. I have thought about it, but in this sense it is very clear that the liberal approach works in a fair economic environment. Right pricing is a fair economic environment. For markets to function there must be rules and legal certainties. That is inevitable.

I was operational in my own country in promoting market economy rules. If I was asked about what has been most important of these market economy rules I would say that legal reform has been the major thing –

the creation of a fair legal environment and a fair economic environment. Then all operators can go ahead and develop and produce goods and provide services, so there is no contradiction philosophically; I do not see any contradiction at all. I have repeated these kinds of things numerous times in my own country as well.

But I would like to have a legacy – that is a good thing. I indicated this in my opening remarks, but I definitely want to do something. I want to have a list of concrete things which we can do. Transport is a serious matter. You cannot change huge issues overnight but we can do certain things which show that we have made some steps towards the better functioning of transport. Transport must be for people, and people are satisfied if, yes, it is measurable, yes, you did something in these five years and, now, passenger rights, timetables or quality of services are better.

4-126

Chair. – We now come to the final statement of the Commissioner-designate. Mr Kallas, you have five minutes to make your final statement.

4-127

Siim Kallas, Commissioner-designate. – Thank you very much for all your questions and this discussion on issues which I will develop during my coming period – if you accept me of course.

One important thing I would like to underline is that we are in a different environment now, with this Parliament and this Commission. During a very sensitive period, one colleague of mine openly declared that he had not read the Lisbon Treaty and that created a lot of frustration at a very sensitive moment. I have read the Lisbon Treaty and can see that if we act together – the Commission, Parliament and the committees, and in this concrete case the Committee on Transport and Tourism and the relevant part of the executive dealing with transport at the European Commission – then we can achieve a lot. It is much more likely that we can go ahead with proposals, and these are more promising than they were during the last period.

I understand also that this is a very difficult area of responsibility, especially because there are a lot of different interests behind all the possible proposals. There is a very dynamic and developing industry whose interests should be considered very seriously, and there must be a balanced approach to create the right proposals. I therefore have the clear intention of consulting with all stakeholders. This is also what I have done in my current portfolio area, and we managed to get things done together, including some very complicated things.

Those are my main observations. I will come back soon to discuss and consult with this committee and I promise to inform you about all my intentions and to ask your advice on what to do with certain issues. When I wrote my speech, I started with a historical passage on the transportation of spices in the 15th century. However,

my colleagues said that if I started from the 15th century it would be terribly long, so asked me please to cut it!

I am thus very sad that not all my preparatory work was used in my introductory remarks, but I am enthusiastic and committed to making my contribution. I am a very practical person in that I want to achieve something, to do something, and not just to say that we have followed the process and supported the process, but also that we have obtained results after defining measurable objectives. In previous periods this has been successful, I hope, so why should it not be in this particular task as well?

(Applause)

4-128

Chair. – Commissioner-designate, first of all I would like to thank you for your answers today to the questions that were put to you, and the statements that you made.

I would also like to thank Members for the depth of the questions, which went from passenger rights, to financing of TENs, to railway operability, to inland waterways, road safety, aviation security, transport and climate change – these are just a few that I have noted. There was a great depth of questions, which tells me of course that this committee is well-informed in its area.

I would also like to thank Members for their great discipline in keeping to the time they were allocated. I know the Chair is a threatening beast when he starts waving his hammer, but I know you understand why it had to be that way. It enabled us then to give Members who may not have had the opportunity to put questions a possibility to do so. That can only be a good thing as well. I thank you for your cooperation and your discipline. I thank you for the depth and knowledge of your questions.

Just to remind the coordinators and my vice-chairs that the evaluation meeting is in Room 1G3 this afternoon at 15.00, when we can evaluate this hearing. Thank you all. I would also like to thank the interpreters, including our sign-language interpreters, and wish you all a happy lunch.

(The hearing closed at 11.57.)