

- guaranteeing fair competition between the different means of transport (Article 1(1)(e) TP);
- observing the precautionary principle, the preventive principle and the polluter-pays principle (Article 1(2) TP).

Article 3(1) TP specifies the means in order to achieve a sustainable transport policy and illustrates the different interests which have to be respected in this context, namely the environmental, social and economical interests.

### **3.4.2. Implementing measures**

The objectives mentioned above shall be realised by a number of specific measures, which are grouped on the three levels of, first, strategies, concepts and planning, second, technical measures and, third, monitoring and control.

#### *Strategies, concepts and planning*

Regarding the general strategy of transport policy, the contracting parties are obliged:

- to realise efficient and secure transport regulation in harmonised trans-border networks (Article 7 TP);
- to realise opportunity assessments, environmental impact assessments and risk analysis when building, modifying or enlarging significantly any transport infrastructures (Article 8(1) TP);
- to consult the concerned contracting parties in case transport projects have considerable cross-border effects; however, this does not apply to projects already decided at the moment of the acceptance of the Transport Protocol (Article 8(2) TP).

#### *Technical measures*

On the technical level, the contracting parties have committed:

- to improve public transport (Article 9 TP);
- to improve and to modernise rail infrastructure, especially by moving towards a modal shift in long-distance freight transport and promoting intermodality (rail, coastal ship, intermodal terminals) (Article 10 TP);