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Expectations met in the field of Transport for the Danish Presidency

Today the Minister for Transport, Mr. Henrik Dam Kristensen informed the members of the European Parliament's Committee on Transport and Tourism on the results of the Danish Presidency in the field of transport.

In addition, the Minister for Transport also participated in a conference on sustainable transport of goods by road, where he talked about making lorries smarter, safer and greener in the future.

The Council has adopted a number of important and difficult proposals in the field of transport during the Danish Presidency. These proposals include the revision of the guidelines for the Trans-European Transport Networks (TEN-T), the Connecting Europe Facility (CEF), two proposals from the 'Airports Package' regarding groundhandling and noise, and the proposal regarding the implementation and exploitation of the European satellite navigation systems, Galileo and Egnos. More information on the Presidency is available at www.eu2012.dk.

The Danish Minister for Transport, Mr. Henrik Dam Krisensen says:

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- I am very happy that the results achieved by the Danish EU Presidency in the field of transport have been so well received in the European Parliament's Committee on Transport and Tourism. I think we can be proud of the excellent results, we have helped bring about.

- We have negotiated a number of interesting and important proposals in the field of transport. The Danish Presidency has focused on green growth as Europe's way out of the economic crisis. The field of transport has, during the Danish Presidency, made its contribution to this, as infrastructure and an efficient transport sector are a key driver for growth in the EU.

- In this context, I will highlight the new guidelines for TEN-T and the Connecting Europe Facility (CEF). They have been two important and difficult proposals that require Member States to make substantial investments in key infrastructure corridors.

- The two proposals, respectively the TEN-T and the CEF, will eventually be very important factors in relation to ensuring that important cross-border projects that otherwise would not be possible, can become a reality, and thereby help to create a genuinely coherent European transport network.