

European Communities

EUROPEAN PARLIAMENT

Working Documents

1983-1984

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MOTION FOR A RESOLUTION

tabled by Mr TURNER

pursuant to Rule 47 of the Rules of Procedure

on Community funding for transport infrastructure in East Anglia

PE 86.739

The European Parliament,

- A. Whereas the Treaty of Rome, in particular Articles 74 and 75, provides for the establishment of a Common Transport Policy;
- B. Whereas the Commission proposed in 1976, and again in 1979, that there should be Community financing for transport infrastructure,
- C. Whereas, on each of these occasions, and on a number of other occasions particularly with respect to the allocation of 10 million ECU in the 1983 Budget, the European Parliament has actively supported these proposals, with a view to removing transport bottlenecks which hinder intra-Community trade,
- D. Whereas in its report on bottlenecks of the 20th June 1980, the Commission recognised that Ipswich classified as a road bottleneck, that the Colchester to Harwich rail link was a rail bottleneck, that the ports of Harwich and Ipswich had insufficient RO-RO facilities for road vehicles, that Parkstone Quay in Harwich had inadequate facilities for handling containers, that the Harwich to Dunkerque/Zeebrugge train-ferry service had inadequate capacity and that the parts of Felixstowe and Ipswich required infrastructure improvement;
- E. Whereas, in its communication to the Council "Transport Infrastructure Experimental Programme" of 10th December 1982, the Commission proposed that the Community should finance the electrification of the Colchester-Harwich rail line and improvement of the port installations at Felixstowe and Harwich,
- F. Whereas, in its proposed Council Regulation on financial support for a multiannual transport infrastructure programme, the Commission proposes that, for the 1984 financial year, the improvement of (rail) access to the port of Harwich and the port installations should be considered for Community financial aid,
- G. Whereas the UK ports of Lowestoft, Felixstowe, Ipswich and Harwich, constituting a main link between the UK and her EEC partners, are vital to the fostering of EEC trade, particularly because of their strategic location and their traditional relations with the major northern European ports;
- H. Whereas trade and traffic flows through these ports have increased dramatically as a result of the UK's membership of the Community:
- I. Whereas the road infrastructure to and from these ports is totally inadequate to cope with the increased lorry sizes, sanctioned by the Commission;
- J. Whereas the ports of Lowestoft, Felixstowe, Ipswich and Harwich require substantially improved port facilities and road and rail access to remove the serious bottleneck to the smooth flow of goods and passengers through these ports, particularly if the further development of intra-Community trade is to be encouraged;

1. Calls on the Commission and the Council to give urgent consideration to the provision of Community financial support to the development of the port facilities and the road and rail access to Lowestoft, Felixstowe, Ipswich and Harwich;
2. Calls on the Council to adopt the draft Council Regulation on financial support for a multiannual transport infrastructure programme, with the inclusion of support for improving (rail) access to the port of Harwich and the port installations;
3. Calls on the Commission to propose, and the Council to adopt, measures to provide financial support for the improvement of transport infrastructure in the ports of Lowestoft, Felixstowe, Ipswich and Harwich, and access to and from them, in particular in relation to:
 - a) the development of a container terminal in the port and improvement of the roads leading to and from the port of Lowestoft;
 - b) improved berthing facilities and a new depot in, and improved road access to Harwich Dock (Navy Yard);
 - c) the development of Bathside Bay in Harwich;
 - d) the improvement of the installations and rail link at Parkeston Quay in Harwich;
 - e) improvement of the trunk road and rail links between the ports and the rest of the country, in particular, in addition to the electrification of the Colchester to Harwich rail line, completion of the Ipswich by-pass (western section), upgrading of the A604 between Colchester and Harwich and the building of a by-pass at Parkeston;
 - f) the extension of the container port at Felixstowe;
 - g) additional container handling capacity in the port of Ipswich;
4. Calls on the Commission to propose financial support for a study to be carried out with respect to the future capacity requirement, economic viability and installations necessary if the essential rail-sea freight link between Harwich and Zeebrugge is to be continued;
5. Instructs its President to forward this Resolution to the Council and the Commission.