

**ANNUAL GENERAL MEETING 2010 - RESOLUTION 1**  
**EUROPEAN UNION FUTURE TRANSPORT POLICY –**  
**MEETING THE NEEDS OF EUROPE’S CITIZENS AND BUSINESSES**

The members of the European Regions Airline Association note that:

- 1 the European Commission (EC) White Paper on Future Transport Policy published in September 2001 was prepared without the involvement of transport industry experts and did not adequately recognise the essential role of intra-European air transport in meeting the economic and social needs of the Europe’s citizens and businesses, particularly those living or based in Europe’s regions;
- 2 the mid-term review of the White Paper in 2006, which included significant consultation with the transport industry, led to an improved recognition of Europe’s transport needs;
- 3 the EC is preparing a new Communication on future transport policy which is shortly due for publication;
- 4 the EC has undergone an extensive consultation process with all interested stakeholders including the transport industry and environmental groups;

*but further note with particular concern that*

- 5 there are several legislative initiatives already under way that can significantly affect the financial viability of intra-European air transport, impacting on its ability to meet the needs of Europe’s citizens and businesses, and in addition impacting on its employees, including:
  - i) the development of rules for Flight and Duty Time Limitations for cockpit and cabin crew, *which are already acknowledged to be amongst the safest in the world,*
  - ii) possible changes to legislation governing passengers’ rights, *which already provide more protection, and thus add more cost, than laws governing transport passengers’ rights elsewhere in the world,*
  - iii) possible changes to legislation governing the allocation of take-off and landing slots at the EU’s congested airports, *which could prevent intra-European operators from achieving financial viability on essential services between Europe’s regions and hub airports,* and
  - iv) the imminent introduction of trading of carbon emissions for aviation within and departing from Europe, *which, unless the baseline year of 2010 is adjusted for the disparate effects of airspace closures during the volcanic ash crisis, will increase costs for operators based in Northwest Europe.*

**The members of the European Regions Airline Association call on the European Commission, the European Parliament, and the European Union Council of Transport Ministers to work together:**

- to ensure that all legislative initiatives already under way, or arising from the EU’s future transport policy, take into account the needs of Europe’s citizens and businesses, and particularly recognise the specific social and economic needs pertaining to Europe’s regions;
- to ensure that future EU transport legislation (including environmental, consumer and social legislation which has a direct or indirect impact on transport) is developed using principles recognised in many EU member states for “better regulation”, which include
  - an identification and quantification of the problem to be addressed by legislation, based on factual examination rather than pre-conceived but unjustified beliefs,
  - extensive consultation with stakeholders including industry experts at all stages of the legislative process, and
  - a full and rigorous impact assessment of all changes proposed by the EC, EP and Council, and a further impact assessment of the final version of the legislation prior to its approval.