



EU INTERREG III B Programme

# The SEAPLANE Project

Sustainable and Efficient Air Transport - Platform for Linked Analysis of the North Sea Air Transport Environment



European Community  
European Regional  
Development Fund



Interreg North Sea Region

## Resolution to the Commission of the European Union, DG TREN, May 14th, 2004

1 *Whereby* having joined forces with 13 regional public bodies in five EU countries plus Norway to establish the networking of regional airports, regional airlines and regional transport authorities under the framework of the EU Interreg III B Programme, in order to improve the integration of rural and maritime areas within national and international transport networks (see Annex 1, Annex 2);



Ministry for Economy and Ports, Bremen

*provincie* Drenthe

Province Drenthe (NL)(DE)

2 *Whereby* taking into account the strategic objectives of EU policies (including White Papers) for the improvement of regional accessibility, social and economic cohesion, spatial development, and regional competitiveness (see Annex 3);



Province Groningen (NL)



The Highland Council (UK)

3 *Whereby* taking into account the initiatives and opinions, amongst others, of the Conference of Peripheral Maritime Regions of Europe, the Committee of Regions and the North Sea Commission, on regional airports (see Annex 3);



Municipality of Klippan (SE)

4 *Whereby* making due regard to the findings of the „SEAPLANE Project Report on Activity 1“, in which the socio-economic importance of adequate scheduled services between a peripheral region's airport and a network airport has been elaborated (see Annex 4);



Kristianstad Airport (SE)



Kronoberg County Council (SE)

5 **And based on the findings of the SEAPLANE project so far, the partners have concluded that:**



Møre og Romsdal Fylkeskommune (NO)

5.1 Regional airports constitute an important element in regional economic development as they contribute added value to regional economies located in peripheral regions.



Ministry for Economics, Labour and Transport, Lower Saxony (DE)

5.2 Regional airports provide the crucial infrastructure necessary to secure the lifeline air services and to ensure a region's accessibility to and from national and international economic centres is maintained.



City of Stavanger (NO)

5.3 Linking airports of peripheral regions to national and international network airports with sufficient frequency to offer suitable interlining opportunities facilitates the EU policy objectives of social and economic cohesion, spatial development, and improvement of regional competitiveness.



Municipality of Växjö (SE)



Vest-Agder Fylkeskommune (NO)

5.4 The current process of slot allocation at congested EU national and international network airports hinders the retention and development of air services to and from peripheral regions at adequate levels of frequency and service, and at acceptable schedules.



Provincie West-Vlaanderen (FL)

- 6 We therefore call upon the Commission of the European Union to establish policies for the implementation of the following measures:**
- 6.1 Amendment of the existing slot allocation rules at co-ordinated EU national and international network airports to ensure that existing services to peripheral regional airports can be retained and developed, and new (or previously served) routes encouraged to operate (see Annex 5).
  - 6.2 Revision of the rules for Public Service Obligations (PSO) to ensure the continuity of regional air services to peripheral areas (see Annex 6).
  - 6.3 The provision of start-up aid, such as is provided by route development funds, for the inauguration of new regional air routes from peripheral regions, including access to network airports, and for promoting non-road and inter modal transport links.
  - 6.4 The development and monitoring of EU policies to ensure the provision of sufficient runway capacity and the optimum use of existing runways at European network airports in order to secure and increase access for existing or future regional air services to peripheral regional airports (see Annex 7).

## **Supporting Information: Annexes**

### **1. Presentation of SEAPLANE Project Partners**

Summary and documentation of regional authorities supporting the SEAPLANE resolution

### **2. PARTNER'S LETTER OF COMMITMENT (template)**

This Letter of Commitment has been signed by SEAPLANE Partners in support of the SEAPLANE resolution

### **3. List of References of National and European Institutions**

List of national and international institutions with similar statements, findings and initiatives supporting the SEAPLANE approach

### **4. Importance of adequate scheduled air services for peripheral regions: The case of Inverness (Management Summary)**

Summary of the „SEAPLANE Project Report on Activity 1“ indicating the socio-economic importance of adequate scheduled services between a peripheral region's airport and a network airport

### **5. Description of a management tool on airport slot allocation for flight connections to peripheral regions**

Description of a management tool on airport slot allocation for the establishment or continuation of services to peripheral regional airports at national and international network airports

### **6. Revision of the rules for Public Service Obligations [PSO] to ensure the continuity of regional air services to peripheral areas**

### **7. Provision of sufficient runway capacities and the optimum use of existing runways at European network airports to secure access for existing or future regional air services to peripheral regional airports**