

EUROPEAN PARLIAMENT

Working Documents

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MOTION FOR A RESOLUTION

tabled by Mr PETRONIO, Mr ALMIRANTE, Mr ROMUALDI and
Mr BUTTAFUOCO

pursuant to Rule 25 of the Rules of Procedure

on the Milan-Adriatic waterway

The European Parliament,

- considering in particular the fact that the forthcoming opening to traffic of the Frejus and Gothard tunnels will involve serious problems for Lombardy, which has no ferry terminal facilities and whose motorway network is unable to absorb the considerable increase in heavy traffic,
 - realizing therefore the need to provide a transport infrastructure offering rapid and energy-saving links between the northern European region and the Adriatic and the Mediterranean,
 - having regard to the fact that a viable project already exists, has already been partly implemented and must be completed before it becomes obsolete, to provide a waterway link between Milan, Cremona, the Po and the Adriatic,
 - believing that this project should be completed as soon as possible since it would constitute an axis of navigation which could provide a vital contribution to the infrastructure of the European transport network,
 - believing furthermore that attention should be drawn to,
 - (a) the rapid growth in the use of oil products in the road transport sector
 - (b) estimates of further increases in demand
 - (c) the fact that diesel fuel will become a 'critical product' in the coming years.
 - noting
 - (a) that wherever waterways are used great savings in fuel are achieved: in Italy in particular internal waterways use approximately 66% less energy than road transport,
 - (b) that the greater cost of storage is recouped by the lower cost of transport within the total transfer cost: the cost by waterway being approximately 40% cheaper than by road,
 - (c) that the overall energy savings in internal waterway transport total approximately 63%,
 - believing therefore that attention should be given as a matter of priority to achieving savings in the consumption of oil products in transport by setting up a new system of intervention in major European public works aimed at bringing about the desired integration of transport infrastructures;
1. Requests the Commission and the Council to consider the benefits of the 'Milan-Adriatic' canal, which would reduce transport costs, guarantee a system with a high traffic capacity and integrate internal waterways with inshore shipping thus alleviating the shipbuilding crisis;
 2. Requests the Commission to study the possibility of continuing the financing of the works already begun by recourse to the new community instrument (NCI), also referred to as the 'Ortoli facility' and possibly through finance from the European Investment Bank (EIB);
 3. Instructs its President to forward this resolution to the Council and Commission of the European Communities,