

# TRANSPORT DEVELOPMENT POLICY IN UNITED EUROPE

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*Abstract:*

*The main principles of the common markets in the field of transportation as well as transport policy direction were defined on the strength of Tractate about European Union. In direct relationship with transport policy the regulation about creating and developing of transeurope nets in field of infrastructure also.*

## **1. Introduction**

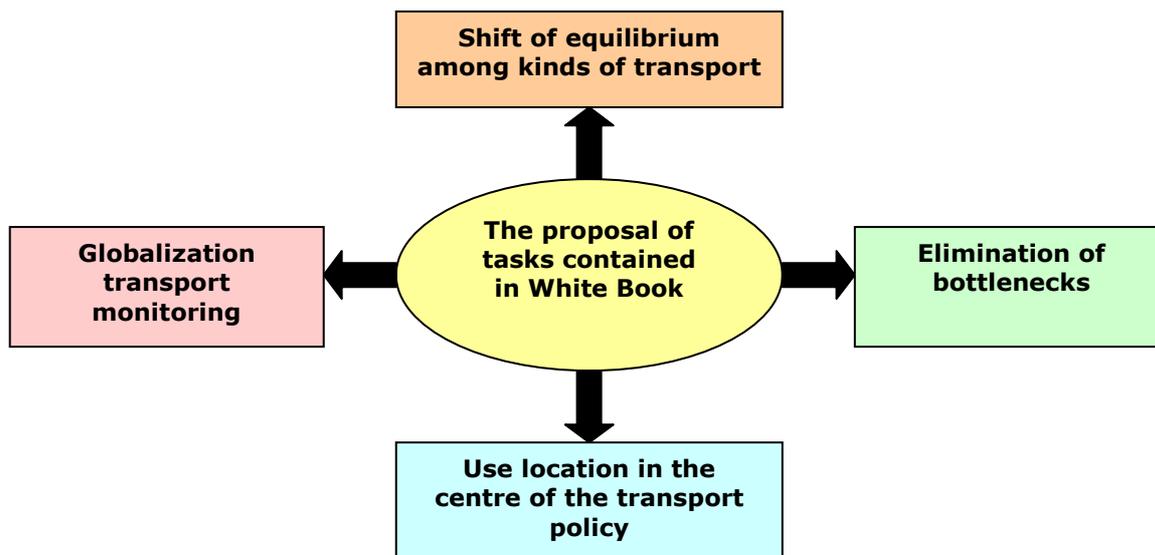
European Union transport policy is factor, which assure proper functioning of the common transporting market and it is one of the most important common policies UE. The European transport policy is oriented first of all on harmonization of the access to the freighter's occupation, on market of transporting services and the free competition as well as some aspects of the road traffic (the harmonization of national recipes in matter of technical requirements for cars, for dangerous goods freight service, for the development of road infrastructure, and road safety) [5].

## **2. The legal basis that marking directions of transport policy in UE**

The main principles of the common markets in the field of transportation as well as transport policy direction were defined on the strength of Tractate about European Union. In direct relationship with transport policy the regulation about creating and developing of transeurope nets in field of infrastructure also. Stays valid the main principle is to "make possible for the citizens of UE, economic subjects, as well as the regional and local communities the full drawing advantages that are consequential from establishment of space without internal borders ". Transport policy is shaped by Council and European Parliament, which co - decide on application Commission, which is being entitled to legislative initiative [5].

Except common principles of transport between countries of the UE as well as conditions of transporting services by freighter's who do not have a permanent placement in their country, the object of decision on the community level are means that improve the transportation safety [2].

European transport policy is being lend on priorities and working proposed by European Commission, which were recorded in White Book. White book is a document, which in the most expressive way represents the proposals of directions of transport policy development for member countries. Peaceably with contained recommendations in White Book, transport policy she should be connected with realization of tasks that was introduced on fig. 1. [1]



**Fig.1. Proposals of tasks contained in White Book**  
 Source: Own study on the ground [1].

***Shift of equilibrium among kinds of transport***

This priority is connected with need of decrease of unevenness in the market competition between the branches of transportation. The realization of this task is planned through even burden of individual transport branches' by costs produced by these branches..

***Elimination of bottlenecks***

This priority should be connected with need of reaction on growing crowd in traffic, railway and air -, through improvement of capacity of infrastructure (extension, modernization, better use).

***Use location in the centre of the transport policy***

This priority concentrate on UE citizens assurance of accessible, high-quality, integrated transporting services, and on potential advantages, flowing with the users' burden with costs of infrastructure.

***Globalization transport monitoring***

This priority treats to urgent need of spreading transeurope transporting net. It is necessary to include to the common system of newly joined countries. The next aspect of European transport policy is setting the steering of workings focusing on natural environment care. It comes from growing consciousness of the problem, that transportation is one of the biggest and still increasing sources of difficulty. Endeavor to change this situation brought to the study and acceptance at some of the documents, in which the organizations and individual countries declared co-coordinated moves to reduction of difficulty of transportation burdensomeness.

Declaration workings are placed in the following documents: "In the direction of equable transportation in Middle Europe Countries" (New York 25.06.1997), the Viennese Declaration and Common Actions Programme Conference of UN, transport and environment" (14.11.1997), Card: transport, environment and health accepted during WHO Conference in London (16.06.1999).

The UE in its ecological transport policy gives to sedate development transportation, which has to inform the sector in direction of optimum compromise between advantages with transportation and costs as well in environmental aspect, as economical.

**3. Policy development of Polish transport system for a year 2000-2015**

The superior task of Polish transport policy is to implement decisions coming from integration with European Union as well as the active join of Poland in realization the common policy of transport UE. Main aim of these workings, (parallel to obvious fulfillment of requirements of

accession), is bringing it to total connection of Polish transport market with markets of other members of UE. From one side it marks requirement of adjusting Poland and her infrastructure to quantitative and qualitative standards, however, from second side it marks chance for Polish subjects to part in international division work on competitive principles and on high-level of quality also [4].

In aim matching the tasks as well as requirements placed by European Union, Government Department of Transport and Sea Management, created the document which defines plain direction for policy of state in sector of transportation.

The detailed aims of Poland transport policy for a year 2000-2015 are [3]:

- influence on demand for transporting services, in order to reduce the absorbency of transportation of economy, to influence on improvement of spatial structure of country as well as to reduce negative influence on surroundings and in this to reduce the dirt of environment by transport;
- such influence on division of the transport-tasks between individual kinds of transportation, to get more sedate forwarding system regarding external costs through realization of principle, that "user and contaminative pays";
- efficient realization of developmental undertakings in transportation;
- improvement of implementation and increase the level of quality of transporting infrastructure and with implementation of payments for users (peaceably with policies and requirements in community deeds as well as the recommendations of white book);
- improvement of safety of the road services, in particularly the achievement of the range in road traffic on European Union level.

From point of view of undertaking decision of the initiation of transport policy it is indispensable to realize it while it is divided on three levels: strategic, operating and realization.

On strategic level foreseen workings, which will be connected to choice of priorities in field of transportation in scale of the country as well as the realization of tasks in range of initiation of state transport policy.

The operating level concerns the workings key for practical initiation of strategic principle and contains undertaking decisions in managing of the transporting system range as well as the controlling of the market. Operating level is connected with such management also, in which the main aim is the assurance of proper functioning of individual branches of transportation as well as the management of developmental undertakings.

The level of realization concerns the fulfillment of decision of previous levels by creating organizational and economical structures.

The fundamental factor of formation and initiation of transport policy is precise separation of exchanged levels among principles of the transportation sector management. It has to find reflection among organizational structures of administration and management, with bright specifying of tasks and responsibility of individual participants of the process, along with of the assigning the appropriate instruments and resources of tasks realization [3].

#### **4. Summary**

The superior aim of UE transport policy is to remove barriers in all branches of transportation, unification technical, tax - and social policies promotion of the free competition and liquidation of hauler's discrimination because of his seat. Creation of common principles of conduct in international transport among the member's states and in the 3<sup>th</sup> states face is the main aim of common transport policy. The community legislation with special attention treats the matters of building of transeurope transporting net and, the improvement of quality of services as well as use of researches and technological development for protection of natural environment [5].

However the direction of transport policy in Poland is set first of all on actions, which will have quick effect of improvement of Polish transport system as it is possible. Because of that is transport policy concentrated on leading questions as well as on instruments of initiation of this policy. First of all, on habilitation as well as the effective management in this field of economy. According to principles National Development Plan for a year 2007-2013, it has been put large pressure on creating transporting of structural bases' of permanent economic growth and in this through wide conceived program of investment which extend and modernize transport infrastructure. The Polish transport

policy is oriented first of all on realization of tasks with principle peaceably, durable, sedate development and the traced directions of policy in European Union [5].

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