



Summary of Mr. SCARASCIA-MUGNOZZA's speech  
Ordinary session of the European Parliament  
on Common Transport Policy - Luxembourg, 25 September 1974

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Mr. Scarascia-Mugnozza noted with satisfaction that the Commission's aim in presenting its Communication to the Council on 24 October 1973 had been achieved: the hoped-for dialogue between the Commission and the other institutions of the Community had taken place. This should make possible a narrowing of the differences of interest and opinion which had emerged in recent years in the context of the common transport policy. The European Parliament, like the Economic and Social Committee, generally shared the views of the Commission both on general principles and on specific objectives. The discussion had been particularly useful as guidance for the Commission in its further work, including the finalising of concrete proposals.

Mr. Scarascia-Mugnozza drew attention more than once to this convergence of views in order to create a community transport system, and emphasised that the few minor differences of opinion which existed related only to questions of procedure or timetable. On these, Mr. Scarascia-Mugnozza wished to maintain a flexible approach, adopting tactics in the light of requirements as the work developed.

The common transport policy was beginning to escape from the impasse in which it had found itself. Within the past year there had been not only a review of its aims, to adapt them to developments in the Community's economy and in society; a new overall approach had also been proposed. Two "transport" Councils had been held and had achieved positive results. A further Council meeting

was envisaged for the end of November. Important problems such as the harmonisation of the financial relationship between the member states and the railways, and the harmonisation of commercial vehicle taxation, were on the way to solution. Close contacts with the leaders of the industries concerned had made it possible to approach pragmatically problems in the field of air and sea transport and ports.

The Commission had also developed systematically relations with other international organisations concerned with transport. Finally, it was to be noted that the Commission was beginning to develop action in the fields of transport infrastructure and transport market organisation, in which context all the interests concerned would be systematically consulted.

Mr. Scarascia-Mugnozza concluded his speech with a tribute to the rapporteur, Mr. Mursch, to the Parliament's regional policy and transport committee, and to the Parliament itself, for their work on the Commission's communication.