

COMMISSION OF THE EUROPEAN COMMUNITIES

COM(77) 357 final.

Brussels, 25 August 1977

PROPOSAL FOR A COUNCIL REGULATION

amending Regulation (EEC) No 3164/76 on the Community quota
for the carriage of goods by road between Member States

(submitted to the Council by the Commission)

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EXPLANATORY MEMORANDUM

1. The Community quota system was introduced by Council Regulation (EEC) No 1018/68 of 19 July 1968 ¹⁾ as supplemented by Council Regulation (EEC) No 2829/72 of 28 December 1972 ²⁾ and as last amended by Council Regulation (EEC) No 3164/76 of 16 December 1976 ³⁾.
2. Article 3(3) of Council Regulation (EEC) No 3164/76 requires the Council (acting on a proposal from the Commission) to decide, by 30 November each year, on any increase in the Community quota and on the allocation to the Member States of the resulting extra authorizations.
3. It would appear timely to take the Community quota beyond its present embryonic state for two reasons : (a) the need for steady and balanced progress towards the Community integration of the carriage of goods by road and (b) the fact that the number of Community authorizations has remained the same for three years although the aggregate volume of trade between the Member States of the European Communities has risen and international road transport with it. In view also of the points set out in paragraph 4, the Commission proposed that the present Community quota be doubled.

1) OJ No L 175, 23 July 1968, p. 13
2) OJ No L 298, 31 December 1972, p. 16
3) OJ No L 357, 29 December 1976, p. 1

4. The Commission is of the opinion that such an increase in the Community quota is not likely to cause substantial change in competition in the market for the following reasons :

(a) Transport operations effected under Community authorizations now account for only about 7.5% of international road transport operations for hire or reward and approximately 3.8% of total carriage of goods by road (on own account and for hire or reward) between Member States;

(b) although the growth in trade between Member States has slackened as a result of the economic crisis, it is in any event essential to add to the road-haulage capacity now, in the market; it would seem feasible to effect the increase on the Community quota, giving it priority over bilateral quotas.

5. The expansion of the Community quota will fulfil a real commercial need. The high tonnage utilization under the present Community quota illustrates the need for multilateral transport to be increased in order to improve the current organization of traffic and satisfy the needs of the economy.

6. As it pointed out in its proposal of 1 October 1975, the Commission is also of the opinion that, in view of certain factors which are likely to affect the share of Community traffic taken by carriers of any given Member State (e.g. those from peripheral countries or countries where severe quantitative restrictions apply), the pragmatic approach should be maintained whereby 50% of the increase in quotas should be allocated according to the utilization of Community authorizations in 1975, the other half being distributed linearly on the basis of the quotas laid down in Council Regulation (EEC) No 3256/76.

7. Finally the Commission believes that the relaxation of the conditions of use of Community authorizations will obviate the need for statistical information such as a breakdown of bilateral traffic; it therefore recommends a somewhat simpler record sheet for easier and more rapid use, for reasons of cost, to reduce the obligations imposed on operators and to speed up the forwarding of information by the Member States. However, these simplified record sheets will not have to be used until 1 July 1978, so that existing stocks of books of record sheets can be used up as far as possible and the requisite time can be allowed for the printing of the new record sheets.

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THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,
and in particular Article 75 thereof,

Having regard to the proposal from the Commission,
Having regard to the Opinion of the European Parliament,
Having regard to the Opinion of the Economic and Social Committee,
Whereas the establishment of the system of Community authorizations has,
inter alia, provided more intensive and more rational use of authorized
capacity and the gradual adaptation of the undertakings concerned to the
requirements of multilateral traffic;

Whereas, as a step towards economic integration, a transport market should
be set up which all the Member States' road haulage operators can have
equal access without discrimination based on nationality;

Whereas the system of Community authorizations contributes
to this objective and to the relaxation of quantitative restrictions and,
consequently, is likely to facilitate trade between Member States at Community
level; whereas the Community quota should therefore be substantially
increased in terms of volume;

Whereas, furthermore, in the light of experience and the greater opportunities
for using Community authorizations, the record sheet for transport operations
carried out under the system of Community authorizations should be simplified,
without thereby detracting from the reliability of the statistical data
collected in order to establish and allocate the said quota; whereas, however,

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in order to set up the stocks of the present books of record sheets, of which the model is set out in Annex II to Council Regulation (EEC) No 3164/76 of 16 December 1976 (1), there should be a transition period during which road haulage operators may continue to use their books; whereas also the transmission of the statistical data by the Member States should be speeded up a standard format should be provided for their communication to the Commission,

HAS ADOPTED THIS REGULATION :

Article 1

Regulation (EEC) No 3164/76 is hereby amended as follows :

(a) Article 3 (1) and (2) shall read as follows :

"1. The Community quota shall consist of 4 726 authorizations.

2. The number of Community authorizations allocated to each Member State shall be as follows :

Belgium :	515
Denmark :	372
Federal Republic of Germany :	880
France :	772
Ireland :	85
Italy :	710
Luxembourg :	126
Netherlands :	766
United Kingdom :	500 "

(b) The model record sheet for transport operations and the general provisions for the use and supply of information contained in Annex II of Regulation (EEC) No 3164/76 shall be replaced by the provisions set out in Annex I hereto.

(c) Article 4(2) shall read as follows :

"2. The competent authorities of the Member States shall forward to the Commission, in anonymous form, the monthly information received in respect of each quarter, in the form of a table a model of which is contained in Annex III, within two months following the end of the quarter concerned."

(d) There shall be added to Regulation (EEC) No 3164/76 an Annex III, the text whereof is set out in Annex II hereto.

Article 2

By way of derogation from Article 1(b) above, record sheets based on the model contained in Annex II to Regulation (EEC) No 3164/76 as originally published may be used until 30 June 1978.

Article 3

This Regulation shall enter into force on 1 January 1978.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Council
The President

ANNEX I

ANNEX I I

(a)

(Format 30 x 21 cm)

(Front cover of book of record sheets)

(Text in the official language or languages of the Member State issuing book of record sheets — translations in the other official languages of the Community to be given overleaf)

STATE ISSUING BOOK
OF RECORD SHEETS

Competent authority or agency

International distinguishing sign (1)

Book No

BOOK OF RECORD SHEETS FOR
INTERNATIONAL TRANSPORT OPERATIONS
CARRIED OUT UNDER
COMMUNITY AUTHORIZATION (2) No

This book is valid until (3)

Issued at, date

(1) International distinguishing signs of Member States :
Belgium (B), Denmark (DK), Germany (D), France (F), Ireland (IRL), Italy (I), Luxembourg (L), Netherlands (NL), United Kingdom (GB).
(2) The period of validity may not exceed that of the Community authorization.
(3) Stamp of the competent authority or agency issuing the book.

(b)

(Inside front cover of book of record sheets)

- | |
|--|
| 1. (Translation in the other official languages of the Community of text overleaf) |
| 2. (Text in the official language or languages of issuing Member State) |

GENERAL PROVISIONS

1. This book of record sheets contains 50 detachable sheets, numbered 1 to 50, on which details must be given, at the time of loading, of all goods transported under the Community authorization to which they relate. Each book is numbered and that number is marked on every page of the book.
2. The carrier is responsible for the proper completion of the records of international transport operations.
3. The book must accompany the Community authorization to which it relates. It must be produced whenever required by an authorized inspecting officer.
4. Record sheets must be used in numerical order and the successive stages must be entered in chronological order.
5. Each item in the record sheet must be completed accurately and legibly by printing in indelible ink.
6. Each completed record sheet must be returned to the authority or agency of the Member State which issued this book not later than two weeks after the end of the month to which the sheet relates. Where an operation spans two census periods, the date of loading determines the period which the record must cover (e.g. an operation beginning towards the end of January and ending in the early part of February should be included in the January return).

(c)

(Front of the page inserted before the 50 detachable sheets)

(Text in the official language or languages of the issuing Member State)

EXPLANATORY NOTES

The information to be given on the following sheets relates to all goods transported under the Community authorization to which this category relates.

A separate line on this sheet must be completed for each consignment of goods loaded.

Columns 2 and 3 : enter the day and the month (January = 01, February = 02, etc.) during which the loading took place.

Column 4 : specify the place where the consignment was loaded.

Column 5 : use the following distinguishing signs :

- | | | | |
|-------------------------------|-----|------------------|----|
| Belgium : | B | Italy : | I |
| Denmark : | DK | Luxembourg : | L |
| Federal Republic of Germany : | D | Netherlands : | NL |
| France : | F | United Kingdom : | GB |
| Ireland : | IRL | | |

Columns 6 and 7 : as for columns 4 and 5.

Column 8 : state the distance travelled between the place of loading and the place of unloading.

Column 9 : give the weight in tonnes to one decimal point (e.g. 10.0 t) of the consignment of goods in the same way as for the customs declaration; do not include the weight of containers or pallets.

Column 10 : in addition, describe as accurately as possible the goods in the consignment.

Column 11 : give the code number corresponding to the category of goods as shown on the reverse side of this page and on the reverse side of the following sheets.

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(d)

(Reverse side of the page inserted before the 50 detachable sheets and reverse side of each sheet)

(Text in the official language or languages of the issuing Member State)

CODING OF GOODS

The following goods should be entered in column 11 of the transport record book :

<u>Code</u>	<u>Description of goods</u>
01	Cereals (wheat, barley, rye, oats, maize, rice, etc.)
02	Potatoes, other fresh or frozen vegetables, fresh fruit
03	Live animals, sugar beet
04	Wood and cork (excluding articles made of wood and cork)
05	Textiles and textile waste, other raw materials of animal or vegetable origin (textile fibres, raw hides and skins, etc.)
06	Foodstuffs and fodder (sugar, beverages, coffee, tobacco, meat, fish, flour, fodder)
07	Oils and fats (oil seeds, animal and vegetable fats and oils)
08	Solid fuels (coal, brown coal, peat, coke)
09	Crude oil and petroleum products (petrol, butane and propane gas, lubricants, etc.)
10	Iron ore, ferrous scrap, blast furnace flue dust)
11	Ores and non-ferrous scrap
12	Metal products (bars, wire, sheet, metal tubes)
13	Cement, manufactured construction materials (bricks, roofing tiles, floor tiles, etc.)
14	Natural or manufactured minerals (sand, gravel, sulphur, stone, plaster)
15	Natural or artificial fertilizers
16	Coal products, tar (benzol, coal tar, etc.)
17	Chemical products excluding coal products and tars (acids, carbonates, aluminium, starches, plastics raw materials, pharmaceutical products, explosives, etc.)
18	Cellulose and cellulosic waste (paper pulp, waste paper, etc.)
19	Vehicles and transport equipment, machines, engines, (even dismantled) and spare parts
20	Metal articles (structural elements, metal structures and articles)
21	Glass, glassware, ceramic products
22	Leather, textiles, clothing, miscellaneous manufactured articles (furniture, printed matter, footwear, etc.)
23	Miscellaneous articles (wood, cork, etc.)

Annex III

Transport operations carried out during(period)¹⁾
 (year) under the Community transport authorization issued by
(distinguishing sign of the country).

Good's code ²⁾ :

Distinguishing sign		Tonnage transported	tkm achieved
Country where loaded	Country where unloaded		
B	B DK D F IRL I L NL UK		
DK	B DK D F IRL I L NL UK		
D	B DK etc.		
etc.			
Total :			

1) This table should be completed once a month for all goods transported and every three months for each of the 23 categories of goods, the code numbers of which are given in Annex II (d)

2) All goods taken together = code 00

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FICHE FINANCIERE SIMPLIFIEE

1. Titre et objet de l'enquête

STATISTIQUE RELATIVE A L'UTILISATION DU CONTINGENT COMMUNAUTAIRE POUR
LES TRANSPORTS DE MARCHANDISES PAR ROUTE EFFECTUES ENTRE ETATS MEMBRES

Programme statistique des Communautés européennes 1978-1980
édition du 28.7.76. Numéro du travail : F4.7

2. Motivation de l'enquête

Cette statistique a pour but de connaître l'utilisation qui est faite par
les détenteurs d'autorisations communautaires de transport.

3. Critères d'opportunité et de rentabilité auxquels l'enquête est supposée
répondre : 3 B

Ces données sont demandées par le Règlement (CEE) N° 3164/76 du Conseil
du 16 décembre 1976.

4. Impossibilité de faire effectuer l'enquête par les services de la Commis-
sion

Les renseignements ne peuvent être recueillis que par les services compé-
tents des Etats membres (la Commission ne pouvant les recevoir que sous
forme anonyme) et de fréquents contacts avec les transporteurs sont né-
cessaires.

5. Fonctionnaire responsable de l'enquête

Monsieur H.G. BAGGENDORFF, Chef de Division OSCE - F4 Statistiques de
Transports.

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6. Résultats espérés de l'enquête

Le but poursuivi est de connaître l'utilisation qui est faite des autorisations de transport afin de baser les propositions de la Commission en matière de poursuite du système sur des données concrètes.

7. Durée prévue de réalisation de l'enquête

La statistique actuelle sera maintenue en vigueur durant le premier semestre 1978. A partir du 1er juillet 1978, un nouveau modèle de compte rendu de transport et une simplification très importante des travaux statistiques devront permettre de suspendre l'intervention financière de la part des Communautés.

8. Estimation du coût de l'enquête

L'intervention financière de la part des Communautés s'élève à 66,66 U.C. par autorisation et par an. Comme pour 1978, l'intervention se limitera au premier semestre, elle s'élèvera à 33,33 U.C. x 4726 autorisations = 157.518 U.C. Ce montant devra naturellement être révisé si le Conseil modifiait le nombre d'autorisations (4726) proposé par la Commission.

9. Imputation de la dépense

L'action envisagée ne pourra être financée que sur la base d'un virement de crédits dûment autorisé par le Conseil à partir du chapitre 101 au cours de l'exercice 1978.

10. Consultation d'un groupe interservices de coordination

Groupe 4 "Questions économiques, monétaires, statistiques".

11. Services associés

A l'élaboration et à l'exploitation de l'enquête : DG VII.