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Report

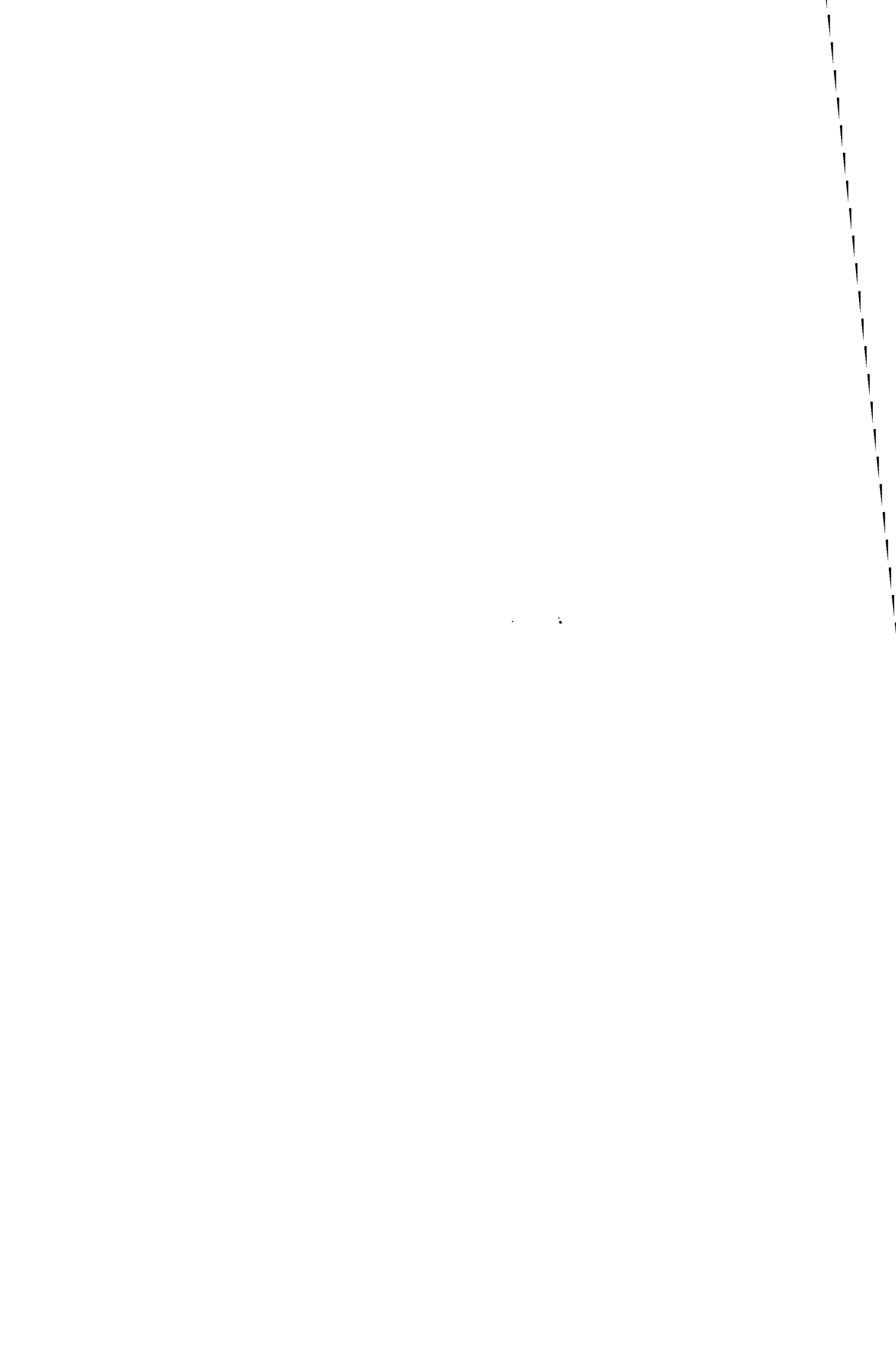
drawn up on behalf of the Committee on Transport

on independent measures by the Community's railway undertakings to improve their cooperation on the basis of the proposals from the Commission of the European Communities to the Council for

- I. a recommendation to the national railway undertakings on technical matters concerning operation and internal barriers to the crossing of frontiers affecting the international carriage of goods (Doc. 1-946/83 - COM(83) 490 final)
- II. a recommendation to the national railway companies of the Member States on strengthening their cooperation in the commercial management of international passenger and goods transport by rail (Doc. 1-623/83 - COM(83) 404 final)
- III. a recommendation on railway tariffs for international transport by container and piggyback techniques (Doc. 1-609/83 - COM(83) 357 final)
- IV. a recommendation concerning the International Company for Piggyback Transport (Doc. 1-530/83 - COM(83) 331 final)

Rapporteur: Mr V. GABERT

PE 88.097/fin.
Or. De.



By letter of 20 July 1983 from its Secretariat, the Council of the European Communities requested the European Parliament to deliver an opinion on the proposal from the Commission for a recommendation to the national railway companies of the Member States on strengthening their cooperation in the commercial management of international passenger and goods transport by rail (COM(83) 404 final).

On 12 September 1983, this proposal (Doc. 1-623/83) was referred to the Committee on Transport as the committee responsible and to the Committee on Economic and Monetary Affairs for an opinion.

On 21 September 1983, the Committee on Transport decided to draw up a report on this subject and appointed Mr GABERT rapporteur on 22 September 1983.

By letter of 7 October 1983 from its Secretariat, the Council of the European Communities requested the European Parliament to deliver an opinion on the proposal from the Commission for a recommendation to the national railway undertakings on technical matters concerning operation and internal barriers to the crossing of frontiers affecting the international carriage of goods (COM(83) 490 final).

On 27 October 1983, this proposal (Doc. 1-946/83) was referred to the Committee on Transport as the committee responsible and to the Committee on Economic and Monetary Affairs for an opinion.

On 2 November 1983, the Committee on Transport decided to include this in the abovementioned report by Mr GABERT, together with the proposals contained in Doc. 1-530/83 and Doc. 1-609/83.

The last two documents concern proposals from the Commission to the Council for a Council recommendation concerning the International Company for Piggyback Transport (COM(83) 331 final) and for a Council recommendation on railway tariffs for international transport by container and piggyback techniques (COM(83) 357 final), regarding which the European Parliament was requested to deliver an opinion by letter of 1 July 1983 and by letter of 14 July 1983, respectively, from the Secretariat of the Council. On 6 July 1983 and 12 September 1983, respectively, these proposals were referred to the Committee on Transport as the committee responsible and to the Committee on Economic

and Monetary Affairs for an opinion. On 11 July 1983 and on 21 September 1983, respectively, the Committee on Transport then decided to draw up a report on these proposals, for which Mr MOORHOUSE was appointed rapporteur on 12 July 1983. After Mr MOORHOUSE had stated at the meeting of the Committee on Transport on 2 November 1983 that he wished to relinquish his appointment, the committee took the decision referred to in the previous paragraph.

The Committee on Transport considered the four Commission proposals and the draft report at its meeting of 26 January 1984.

At its meeting of 27 February 1984, the Committee on Transport decided, with one abstention and no votes against, to recommend to Parliament that it approve the Commission's four proposals with the following amendments. The committee then adopted the motion for a resolution as a whole with one abstention and no votes against.

The following took part in the vote: Mr Seefeld, chairman (also deputizing for the rapporteur); Mr Carossino, vice-chairman; Mr Albers, Mrs von Alemann, Mr Buttafuoco, Mr Karl Fuchs (deputizing for Mr Hoffmann), Mr Key, Mr Klinkenborg, Mr Lagakos, Mr Martin, Mr Moorhouse, Mr Moreland (deputizing for Mr Cottrell) and Mrs Scamaroni.

The report was tabled on 2 March 1984.

The opinions of the Committee on Economic and Monetary Affairs on Commission proposals COM(83)404, COM(83)331 and COM(83)357 are attached. The committee's opinion on the proposal COM(83)490 will be published separately.

The deadline for tabling amendments to the report will be indicated in the draft agenda for the part-session at which it will be debated.

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The Committee on Transport hereby submits to the European Parliament the following amendments to the Commission's proposals and motion for a resolution together with explanatory statement:

Text proposed by the Commission	Amendments tabled by the Committee on Transport
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I. Proposal for a recommendation to the national railway undertakings on technical matters concerning operation and internal barriers to the crossing of frontiers affecting the international carriage of goods

Unchanged

II. Proposal for a recommendation to the national railway companies of the Member States on strengthening their cooperation in the commercial management of international passenger and goods transport by rail

Preamble unchanged

Article 1 unchanged

Article 2

Paragraphs 1-3 unchanged

Paragraph 4 (new)

On the basis of the experience acquired over the next five years in implementing this recommendation, the railway companies should examine the practicality of creating a joint Marketing Office to handle the entire marketing of international transport services including tariff planning. This office, to be run in accordance with commercial principles, should be required to make annual payments of a specific amount of revenue to the various railway companies, while the railway companies for their part would have to guarantee the meticulous and punctual implementation of transport services.

Articles 3-6 unchanged

III. Proposal for a recommendation on railway tariffs for international transports by container and piggyback techniques

Preamble unchanged

Article 1 unchanged

Article 2

Paragraphs 1 and 2 unchanged

Paragraph 3 (new)

On the basis of the experience acquired over the next five years in implementing this recommendation, the railway companies should examine the practicality of transferring the entire marketing of their services, including tariff planning, in the combined transport sector to a single Marketing Office. This office, to be run in accordance with commercial principles, should be required to make annual payments of a specific amount of revenue to the various railway companies, while the railway companies for their part would have to guarantee the punctual and meticulous implementation of transport services.

Articles 3-6 unchanged

IV. Proposal for a recommendation concerning the International Company for Piggyback Transport

unchanged

A

Motion for a resolution

closing the procedure for consultation of the European Parliament on the proposals from the Commission of the European Communities to the Council for

- I. A recommendation to the national railway undertakings on technical matters concerning operation and internal barriers to the crossing of frontiers affecting the international carriage of goods
- II. A recommendation to the national railway companies of the Member States on strengthening their cooperation in the commercial management of international passenger and goods transport by rail
- III. A recommendation on railway tariffs for international transports by container and piggyback techniques
- IV. A recommendation concerning the International Company for Piggyback Transport

The European Parliament,

- having regard to the proposals from the Commission¹
- having been consulted by the Council (Doc. 1-946/83, Doc. 1-623/83, Doc. 1-609/83, Doc. 1-530/83),
- having regard to the report of the Committee on Transport and the opinions the Committee on Economic and Monetary Affairs (Doc. 1-1521/83),
- having regard to the result of the vote on the Commission's proposals,
- whereas:

¹ OJ C 254, 22.9.1983, p. 6,
OJ C 191, 16.7.1983, p. 10,
OJ C 187, 13.7.1983, p. 7,
OJ C 179, 6.7.1983, p. 4

- A. the Council has committed the Member States, in its decisions 82/529/EEC of 19 July 1982¹ and 83/418/EEC of 25 July 1983², to granting the Community's railway undertakings extensive commercial independence with respect to international goods, passenger and luggage traffic;
- B. in its resolution of 20 May 1983³ in connection with the report by Mr Volkmar GABERT on the commercial policy of the railways (Doc. 1-254/83), the European Parliament endorsed the principle of managerial independence for the railways and stressed that the railway undertakings should follow certain common guidelines in this respect; in the same resolution the European Parliament welcomed the action programme announced by the Commission on 7 May 1982 for international railway cooperation⁴;
- C. in its resolution of 18 September 1981⁵ in connection with the report by Mr Volkmar GABERT on measures to promote combined transport, the European Parliament emphasized the need to promote this type of transport in particular;
- D. the measures recommended in the Commission's proposals give concrete form to the Commission's action programme for international railway cooperation;
- E. the issuing of recommendations does not intrude upon the managerial independence of the railways and can contribute towards the unity required in a common market, particularly since various railway undertakings have already been begun to implement the proposed measures on their own initiative;
- F. on a number of points, the Commission's proposals lack a concrete formulation of more long-term objectives;
1. Welcomes in general the Commission's proposals;
 2. Recommends to the Council that it examine whether it would not be useful to combine the various proposals in a single recommendation;
 3. Calls on the Community's railway undertakings to eliminate immediately all causes of frontier clearance delays for which they are themselves responsible;

¹ OJ L 234, 9.8.1982, p. 5,

² OJ L 237, 26.8.1983, p. 32,

³ OJ C 161, 20.6.1983, p. 172,

⁴ COM(82) 237 final

⁵ OJ C 260, 12.10.1981, p. 120.

4. Welcomes in this connection the approval by the Council on 1 December 1983 of a directive to secure certain improvements for goods traffic at frontiers;
5. Emphasizes that considerable progress in various different areas of Community policy (e.g. creation of a common transport market, fiscal harmonization, mutual recognition of public health certificates) is also still required to ensure the removal of obstacles to traffic at frontiers, which are insupportable for both the Community public and Community industry;
6. Is convinced that the competitiveness of rail transport will be considerably strengthened if the Community's railway undertakings succeed in presenting themselves on the market as a single carrier with enough flexibility to respond to rapidly changing market situations;
7. Asks the railway undertakings to consider whether they could not best realize this objective by transferring, over the long term, the entire marketing of their services, at least in the goods traffic sector, to a marketing office which will be obliged to make annual payments of a certain amount of revenue to the undertakings;
8. Welcomes the fact that some railway undertakings already guarantee delivery times on various goods transport routes and encourages all the railway companies in the Community to cooperate to ensure that these guarantees can in future be offered on all routes within the Community;
9. Suggests that the railway companies examine whether a punctuality guarantee can also be offered for passenger transport under certain circumstances (e.g. connecting flights, appointments), in particular for the system of high-speed international rail links to be constructed;
10. Reaffirms that the development of various forms of combined transport is a suitable way of making the most of the environmental benefits of rail transport in competition on the transport market;
11. Believes that the railways must further develop existing forms of organization for cooperation between themselves and with the road transport industry to ensure that the combined transport services they offer can stand up to competition;
12. Supports furthermore the joint efforts of the Community's railway undertakings to increase transport speeds and passenger comfort;

13. Calls on the Community's railway companies to make intensive efforts to overcome the obstacles in their own midst that stand in the way of successful cooperation;
14. Instructs its President to forward to the Council and Commission and to the Group of Ten railway undertakings in the European Community, as Parliament's opinion, the Commission's proposals as voted by Parliament and the corresponding resolution.

EXPLANATORY STATEMENTI. Introduction

1. This report concerns four proposals from the Commission for Council recommendations to help solve current problems affecting the transport of goods by rail. The individual proposals each deal with fairly disparate aspects of this sector, i.e.
 - the removal of obstacles at frontiers
 - tariffs for international goods transport
 - tariffs for international combined transport
 - the activities of INTERUNIT (International Company for Piggy Back Transport).

2. These four proposals give concrete form to the Commission's action programme for international railway cooperation¹, which was generally welcomed by the European Parliament in its resolution of 20 May 1983². They must be seen within an overall context, which justifies treating them together in one report and which also explains why the Commission is proposing to the Council that a legally non-binding recommendation should be issued to the parties concerned in each case. This overall context, which should be used as a basis for considering the four proposals, is the decision in principle by the Council to commit the Member States to granting the railway companies commercial independence with respect to international goods, passenger and luggage transport³. In view of the related content, the Council should examine whether it would not be better to incorporate these recommendations in one and the same document.

¹ COM(82) 237 final;

² OJ C 161, 20.6.1983, p.172; GABERT Report (Doc. 1-254/83);

³ Council Decision 82/529/EEC of 19 July 1982 on the fixing of rates for the international carriage of goods by rail, OJ L 234, 9.8.1982, p.5;
Council Decision 83/418/EEC of 25 July 1983 on the commercial independence of the railways in the management of their international passenger and luggage traffic, OJ L 237, 26.8.1983.

3. The European Parliament has long advocated the principle that the railways must be allowed commercial independence if they are to hold their own in the fiercely competitive transport market¹. Further, in the latest report by the Committee on Transport on progress towards a common transport policy², Angelo CAROSSINO emphasized that the main way of tackling the poor competitive position of the railways is to allow them maximum commercial flexibility.
4. In its resolution of 20 May 1983³, the European Parliament referred to the need for the Community's railway undertakings to follow certain common guidelines in exercising their managerial independence. Using recommendations to define such guidelines is appropriate for two reasons. Firstly, such an approach will not restrict the railways' newly conceded commercial independence by creating a set of bureaucratic rules at Community level; the railway undertakings will therefore retain their full commercial autonomy.
5. Secondly, the issuing of a recommendation can help to bring about the unity required in a common market, since it will be in the railways' own interest to be given a political perspective for further progress - they should therefore be prepared to follow such recommendations within the context of their independent commercial policies. Here it should be recalled that a large number of the measures mentioned in the Commission's proposals have already been implemented by various railway undertakings on their own initiative, so the only possible object of these recommendations is to create unity in the Community, by persuading the other railway undertakings in the Community to adopt similar measures.

¹Resolution of 18 November 1976, OJ C 293, 13.12.1976, p.51
(MURSCH Report, Doc. 249/76)

Resolution of 10 May 1983, OJ No. C 161, 20.6.1983, p.172
(GABERT Report, Doc. 1-254/83)

²Doc. 1-1138/83, Explanatory statement, paragraph 50.

³OJ C 161, 20.6.1983, p.172 (GABERT Report Doc. 1-252/83).

6. To monitor the effectiveness of these measures, it is important for the Council and Commission to be informed from time to time as to what steps the railways have taken to comply with the various recommendations. Decisions 82/529/EEC and 83/418/EEC provide for the Commission to report to the Council on the implementation of these decisions five years after their entry into force. In these reports the Commission will have the opportunity of assessing the results of the recommendations to the railway undertakings.

II. Removal of obstacles at frontiers

7. After having been pressed by the European Parliament for years to remove obstacles to transport at Community frontiers, the Council of Ministers has now finally taken a first step towards at least some improvement in the situation as regards goods traffic. On 1 December 1983, it approved a directive laying down, in particular, the principle of spot checks (except where there are special reasons for deviating from this), the mutual recognition of checks carried out in other Member States, to a certain extent, and a series of measures to speed up frontier formalities. In addition, on 25 November 1983 the Council was also able to make significant progress as regards the introduction of a uniform form for intra-Community goods traffic.
8. The Commission proposals considered by the Council had been approved - with some amendments - by the Committee on Transport in the opinion drawn up by Mr MORELAND¹. At the same time the Committee on Transport had pointed out that the removal of obstacles to cross-frontier goods traffic still required considerable progress in the approximation of laws in the Community, although improved cooperation between the national railway undertakings could already at this stage significantly reduce waiting and clearance times at frontier crossings, for example.
9. The Commission's proposal, COM(83) 490 final, takes up these suggestions in that it calls for the Council to recommend to the railway undertakings a series of measures in the following areas to speed up the handling of international goods transport:

¹ von WOGAU Report (Doc. 1-960/82), see also European Parliament resolution of 13 January 1983, OJ C 42, 14.2.1983, p. 67

- conclusion of agreements between railway undertakings on cooperation in procurement and train deployment planning utilizing the opportunities offered by automatic data processing with the aim of avoiding shunting stops (e.g. at frontiers) and being able to guarantee customers specific delivery times throughout the Community.
- conclusion of agreements to reduce internal operational checks (e.g. wagon inspections) and formalities (e.g. train records) at frontiers.
- joint efforts to investigate the causes of delays, to revive wagon pools and to increase train speeds.

10. Most of the individual measures proposed by the Commission would, if adopted by the railways, appear to be suitable ways of bringing about improvements in international goods transport. They can therefore be approved by and large.

11. On only one point are the wishes of the European Parliament not met. In its resolution of 11 March 1983¹, the European Parliament held the view that transfrontier rail traffic, like other types of rail traffic, should always use the shortest route². However, paragraph 2 of Section I of the proposal for a recommendation calls on the railways to concentrate transfrontier goods traffic even further on certain international routes. An amendment is therefore recommended to the proposal, COM(83) 490 final, stating that the concentration of traffic should not excessively lengthen transport routes.

III. Strengthening of cooperation in commercial management

12. The Commission's proposal, COM(83) 404 final, which concerns both goods and passenger transport, is based on the premise that the Community's railways must act as a single carrier if they wish to hold their own in the fiercely competitive international transport market. In particular, tariffs must be simple and transparent and must allow the vendor of the transport service in question sufficient independence and flexibility to respond quickly to particular competitive situations.

¹ OJ C 96, 11.4.1983, p. 109, von ALEMANN Report, Doc. 1-1205/82;

² An example of unreasonable rail transport routes is given in Written Question No. 891/83 by Mr SEEFELD and Mr G. SCHMID, OJ C 326, 13.11.1983, p.13

13. In Articles 1-5 of its proposal, the Commission recommends to the railways a series of steps with this objective in mind. These suggestions are formulated very cautiously and take account of the fact that a fully-fledged model for cooperation between the railways to market their international transport services does not yet exist, and must first be developed by the railway companies.
14. Nevertheless, the proposed recommendation should contain some concrete ideas as to how the Community's railways might realize the objective of operating on the market as a single carrier in the foreseeable future. There would otherwise be a risk that certain interest groups opposed to the opening up of the railway undertakings to the market and wanting to retain a bureaucratic form of rail transport management could block any concrete attempt at reform by referring to studies and analyses carried out on behalf of the Commission.
15. Over and above what the Commission proposes, the railways should therefore be recommended, on the basis of the experience acquired over the next five years in implementing the recommendation, to examine the practicality of creating a marketing office to handle the entire marketing of international transport, including tariff planning. This office, to be run in accordance with commercial principles, should be required to make annual payments of a specific amount of revenue to the various railway companies, while the railway companies for their part would have to guarantee the meticulous and punctual implementation of transport services.
16. With this amendment, the Commission's proposal, COM(83) 404 final, which on the whole meets the aims of the European Parliament's resolution of 20 May 1983¹, may be approved without reservation.

IV. Railway tariffs for international combined transport

17. The fixing of tariffs for railway routes used for international container and piggyback transport represents a special case in the sector considered in III. The need to promote these two types of transport has been

¹OJ C 161, 20.6.1983, p. 172, GABERT Report (Doc. 1-254/83)

expressed in clear-cut political decisions by the European Parliament¹ and the Council of Ministers². However, the commercial success of combined transport largely depends on whether transparent and competitive tariffs are offered for the various rail routes.

18. In its proposal (COM (83) 357 final), the Commission recommends that the railway companies should adopt a number of tariff and pricing policy measures as a step towards achieving these goals, in particular the fixing of through tariffs involving a decreasing scale of charges based on the total distance covered by rail and provisions to allow combined transport companies already in existence or yet to be established a certain room for manoeuvre in fixing rates.
19. These proposals are entirely appropriate for the transition phase to be started now, even though other ways of adjusting tariffs to market conditions and making them transparent and flexible are also conceivable. The railway companies should therefore, as a general guideline, be asked now to examine, on the basis of the experience acquired over the next five years, the practicality of transferring the entire marketing of their combined transport services, including tariff planning, to a single office which would be required to make annual payments of a specific amount of revenue to the various railway companies, while the railway companies for their part would have to guarantee the punctual and meticulous implementation of transport services.
20. With this amendment, the Commission's proposal COM(83) 357 final, which by and large meets the aims of the European Parliament's resolutions

¹ Resolution of 18 September 1981 on the proposal from the Commission for a Council Directive on measures to promote the development of combined transport, OJ C 60, 12.10.1981, p. 120, GABERT Report Doc. 1-395/81; the demands made by Parliament in its resolution were largely taken up by the Commission in its proposed amendment, COM(82) 71 final of 25 February 1982. The Council of Ministers' only response to this proposal so far has, however, been Regulation No. 1658/82 which opens the way for granting support for measures to promote combined transport.

² Council Directive 75/130/EEC on the establishment of common rules for certain types of combined road/rail carriage of goods between Member States, OJ L 48, 22 February 1975, p. 31, last amended by Directive 82/603/EEC of 28 July 1982, OJ L 247, 23.8.1982, p.6, Regulation (EEC) No. 1658/82 of 10 June 1982 supplementing by provisions on combined transport Regulation (EEC) No 1107/70 on the granting of aids for transport by rail, road and inland waterway, OJ L 184, 28.6.1982, p.1.

of 18 September 1981¹ and 20 May 1983², may be approved without reservation.

V. The International Company for Piggyback Transport (INTERUNIT)

21. INTERUNIT is a cooperative company under Belgian law with the aim of promoting piggyback transport. It currently includes

- 5 Community railway companies
- the Swiss Federal Railways
- 6 piggyback companies in the road transport industry registered in the Community
- 2 piggyback companies in the road transport industry, one registered in Switzerland and the other in Spain

According to its statutes, the initial task of INTERUNIT is to carry out research and tests relating to piggyback transport. In a second phase, with the approval of its general assembly, it may also undertake management tasks with the aim of promoting piggyback transport.

22. The aim of the Commission's proposal, COM(83) 331 final, is to ensure that

- all Community railway undertakings that operate piggyback links join INTERUNIT;
- as many as possible piggyback companies in the road transport sector join INTERUNIT;
- INTERUNIT goes over into the management phase as quickly as possible.

23. In line with the objectives of the European Parliament³, the developments called for by the Commission could advance the progress of piggyback transport in the Community. If INTERUNIT proves its worth in the management phase, it could also in future be developed into an independent marketing office to handle the marketing of piggyback services.

24. The proposal (COM(83) 331 final) can therefore be approved without reservation.

VI. Conclusion

24. The four proposals from the Commission considered in this report on the

¹OJ C 260, 12.10.1981, p. 120, GABERT Report (Doc. 1-395/81);

²OJ C 161, 20.6.1983, p. 172, GABERT Report (Doc. 1-254/83);

³Cf. Resolution of 18 September 1981, OJ C 260, 12.10.1981, p. 120, GABERT Report (Doc. 1-395/81).

whole meet the objectives set by the European Parliament in its resolution of 20 May 1983 on the commercial policy of the railways¹ and its resolution of 18 September 1981 on the promotion of combined transport². They are in line with the two Council decisions on the commercial independence of the railways as regards international goods, passenger and luggage transport³ and give appropriate concrete form to the Commission's action programme for international railway cooperation⁴ approved by the European Parliament in its resolution of 20 May 1983¹. The Commission's proposals should therefore be approved, although the rapporteur recommends three amendments to ensure that the longer-term objectives to be followed by the railway companies are formulated somewhat more clearly.

¹OJ C 161, 20.6.1983, p. 172, GABERT Report (Doc. 1-254/83);

²OJ C 260, 12.10.1981, p. 120, GABERT Report (Doc. 1-395/81);

³Council Decision 82/529/EEC of 19 July 1982 on the fixing of rates for the international carriage of goods by rail, OJ L 234, 9.8.1982, p. 5

Council Decision 83/418/EEC of 25 July 1983 on the commercial independence of the railways in the management of their international passenger and luggage traffic, OJ L 267, 26.8.1983, p. 32;

⁴COM(82) 237 final.

O P I N I O N

(Rule 101 of the Rules of Procedure)
of the Committee on Economic and Monetary Affairs
on Doc. 1-623/83
Draftsman: Mr R. WEDEKIND

On 19/20 September 1983 the Committee on Economic and Monetary Affairs appointed Mr Wedekind draftsman of the opinion.

The committee considered the draft opinion at its meeting of 24/25 January 1984 and on 25 January 1984 unanimously approved the conclusions contained in it.

The following took part in the vote: Mr J. Moreau, chairman; Mr Deleau, vice-chairman; Mr Beazley, Mr Delorozoy, Mr I. Friedrich, Mr Heinemann, Mr Herman, Mrs Tove Nielsen (deputizing for Mr De Gucht), Mr Papatoniou, Mr Rogalla (deputizing for Mr Wagner), Mrs Theobald-Paoli, Mr Tuckman (deputizing for Mr de Ferranti) and Mr Welsh.

The Committee on Economic and Monetary Affairs

1. regrets that there is as yet no sign of a unified market for railway transport and that the market is fragmented by the divisions between the various national railway companies;
2. supports, therefore, the proposed cooperation of the railway companies in their commercial management, which may require the creation of a unified market;
3. supports the aim of increasing the transparency of tariffs; stresses, however, that cooperation over prices must on no account undermine the competition rules of the EEC Treaty;

The Committee on Economic and Monetary Affairs considers that:

1. the Commission is quite correct in its assertion that there is still considerable potential on the European market for container and combined road-rail transport operations;
2. it is essential that this potential be used in order to strengthen the internal market;
3. this is considerably hampered by the use of tariff structures which are simply based on the sum total of national tariffs;
4. in competing with other modes of transport, efforts should be made to produce a system of clear and flexible tariff structures calculated from point of departure to destination;
5. it would be desirable for handling costs at the point of destination to be included in the tariffs in order to facilitate comparison with the 'door-to-door' rates charged by alternative transport services;
6. in organizing combined transport operations, it is necessary for railway companies to cooperate closely with their partners in order to adjust to changes in the market situation;
7. in general, the draft recommendation should be given favourable consideration, since the economy of the European Community would benefit from more equal competition between the different modes of transport.

