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COUNCIL OF THE EUROPEAN COMMUNITIES  
GENERAL SECRETARIAT

[REDACTED]

PRESS RELEASE

6993/84 (Presse 82)

927th meeting of the Council  
- Transport -  
Brussels, 10 May 1984

President: Mr Charles FITERMAN,  
Minister of State,  
Minister for Transport  
of the French Republic

The Governments of the Member States and the Commission of the European Communities were represented as follows:

Belgium:

Mr Herman de CROO  
Minister for Transport,  
Post and Telecommunications

Denmark:

Mr Arne MELCHIOR  
Minister for Public Works

Germany:

Mr Werner DOLLINGER  
Federal Minister for Transport

Greece:

Mr Alexandre ROUSSOPOULOS  
Secretary-General at the  
Ministry of Transport

France:

Mr Charles FITERMAN  
Minister of State,  
Minister for Transport  
Mr Guy BRAIBANT  
Counsellor of State,  
Ministry of Transport

Ireland:

Mr Jim MITCHELL  
Minister for Transport and  
Minister for Posts and Telegraphs

Italy:

Mr Claudio SIGNORILE  
Minister for Transport

Luxembourg:

Mr Josy BARTHEL  
Minister for Transport,  
Telecommunications and Informatics

Netherlands:

Mrs N. SMIT-KROES  
Minister for Transport  
and Public Works

United Kingdom:

Mr Nicholas RIDLEY  
Secretary of State  
for Transport

Commission:

Mr Georges CONTOGEOORGIS  
Member

TRANSPORT INFRASTRUCTURE

The Council recorded its agreement to the Regulation on a specific measure in the field of transport infrastructure. Under this Regulation, the Council approved projects to be financed from the 1983/1984 budgets.

Within the limits of the appropriations remaining under the 1983 budget, and on the terms set out in the Regulation, the Community will grant financial support for transport infrastructure projects by contributing towards the cost of the following projects:

- France - Modernization of the railway junction at Mulhouse-North;
- Ireland - Wexford by-pass;
- Greece - Evzoni-Volos road - improvement of the section between Axios and the Gallikos bridge;
- Luxembourg - Construction of the Potaschbiert/German border section of the Luxembourg-Trier motorway.

Within the limits of the appropriations available under the 1984 budget, and on the terms set out in the Regulation, the Community will grant financial support for transport infrastructure projects which, within the framework of the harmonious development of a balanced infrastructure network, guarantee socio-economic benefit to the Community and comply with one of the following criteria:

- elimination of notorious bottlenecks within the Community or at its external frontiers;
- improvement of major traffic links between all Member States.

The projects selected for 1984 are as follows:

Urgent measures

- Italy : Section of the Chiasso to Milan railway
- France : Access to Mt Blanc (Le Fayet-les-houches)
- Community: Border infrastructures.

Greek memorandum

Greece : Evzoni-Athens-Kalamata trunk road  
Greece : Larissa-Plati railway line

Other priority measures

Ireland : Shankill-Bray by-pass  
Germany : Nuremberg station  
United Kingdom: Motorway round London (M25)  
                  - Leatherhead-Reigate section  
                  - M4/M40 section  
United Kingdom: Sidcup by-pass (A20)  
United Kingdom: Rail access to the port of Harwich  
Belgium-France: Improvement of the Lys  
Netherlands : Dordrecht bridge

The financial support granted under the Regulation to the projects chosen may not exceed 25% of the total cost of each project or of the particular stage of the project to be supported.

Under no circumstances will contributions from all Community sources exceed 50% of the total cost of a given project.

With regard to medium-term policy, the Council, taking into consideration the recent Commission memorandum, invited the Commission to submit to it before 31 December 1984 a report concerning the basic elements for the introduction of:

- an indicative programme of significant transport infrastructure projects of Community interest which are achievable in the medium term,
- a set of objective criteria which may be used by the Committee on Transport Infrastructures in conjunction with the priorities adopted by the States concerned,

- ways of combining Community funding (both budget and non-budget) with that provided nationally; total appropriations should reach a sufficient level to enable the policy in question to be carried out, within the limits of the Community financial resources available.

COMMUNITY QUOTA FOR THE CARRIAGE OF GOODS BY ROAD

The Council signified its agreement to a significant increase in the current Community quota over a 5-year period.

The Regulation will apply from 1 January 1985 until 31 December 1989.

It decided that the number of Community authorizations issued to Member States should be increased by 30% in 1985 and by 15% over the following 4 years.

The subsequent process leading to the liberalization of road transport will be laid down in the framework of the Council's decisions relating to the implementation of the transport sector guidelines prepared by the European Council in March 1984.

WEIGHTS AND DIMENSIONS

The Council, in the course of its discussion on the draft Directive on the weights, dimensions and certain related characteristics of certain road vehicles, noted:

- that there was agreement, within a global compromise, on certain of the aspects of weights, dimensions and related characteristics which form the subject of the Directive;
- that efforts to achieve convergence, by reducing the range of the bracket values now represented by the different national standards, had been partially successful and needed to be pursued;
- that a number of important aspects regarding the weight of vehicles were nevertheless giving rise to difficulties which could be overcome only in the long term;
- that in order to resolve these problems certain of the standards included in the draft Directive should be applied at the end of a transitional period or should be the subject of temporary derogations to enable specific Member States to overcome their difficulties.

It was agreed that the draft Directive which the Permanent Representatives Committee would be submitting, with a view to its adoption at the next Council meeting, would include the following points:

- all standards relating to dimensions should be applied one year after the date of notification of the Directive;
- the other standards, and in particular all those relating to the maximum authorized weight of vehicles and non-driving axles, should be applied five years after the date of notification of the Directive;

- the Commission will report to the Council before 31 December 1984 on the maximum authorized weights to be quoted in the Directive for 2-axle and 3-axle rigid motor vehicles and 4-axle combined vehicles and on the problem of the weight per driving axle;
- vehicles forming part of a combination with 5 or 6 axles which seek to be covered by this Directive will have to conform to the Community technical requirements laid down in the draft Directive.

The United Kingdom and Ireland will be temporarily exempted from application of the second indent above.

The conditions and time limits for the implementation by all the Member States of the common standards for the maximum weights of vehicles and axle loads will be laid down in the framework of the Council's decisions relating to the implementation of the transport sector guidelines adopted by the European Council in March 1984.

#### AIR TRANSPORT

The Council, taking into consideration Commission Memorandum No 2 on civil aviation, considered that the present system of intra-Community air transport based on bilateral relations between States and co-operation between airlines had ensured a very substantial development of this mode of transport.

It nevertheless took the view that this system needed to be made more flexible to ensure greater efficiency in both economic and social terms.

It therefore decided to entrust a working party composed of high-level representatives of the Member States and the Commission with the task of preparing a report to be placed before the Council before the end of 1984.

#### COMMUNITY PROGRAMME ON ROAD SAFETY

Considering that the increase in road traffic within the Community should be accompanied by the stepping up of measures to improve road safety, the Council made a detailed examination of a draft Resolution on the implementation of a Community programme on road safety.

In particular, thought was given to the possibility of declaring 1986 road safety year.

At the close of the discussion, the Council expressed itself in favour of the draft Resolution, without prejudice to the Opinions of the European Parliament and the Economic and Social Committee. It instructed the Permanent Representatives Committee to re-examine, if necessary, the draft Resolution in the light of the opinions of the advisory bodies, and to submit a text for approval at a forthcoming meeting.



RAILWAY CO-OPERATION

The Council signified its agreement to a Recommendation on strengthening co-operation between Member States' national railway companies in international passenger and goods transport.

This Recommendation invites railway undertakings to go beyond the current stage of co-operation in order to achieve a dynamic and effective commercial policy based on the concept of the common interests of the railway companies.

To this end the railways are recommended to implement, in the area of international passenger and goods transport, including combined transport, a whole series of measures involving marketing, management, the exchange of information, training and exchange of staff, transport sales and prices, the organization and improvement of technical services and the easing of internal procedures at frontiers.

The networks are invited to submit an action programme before the end of the year.

The text of the Recommendation is attached.

SOCIAL PROVISIONS IN THE FIELD OF ROAD TRANSPORT

Taking into consideration the proposals forwarded by the Commission on 21 March 1984, the Council adopted conclusions on the revision of the Community social regulations in road transport.

In its conclusions it noted:

- that Regulation Nos 543/69 and 1463/70 were among the most important measures contributing towards the organization of the road transport market and the harmonization of conditions of competition;
- that these Regulations, which were adopted some fifteen years ago, should be adjusted in the light of the experience gained to current economic and social realities in the road transport sector by being simplified and made more flexible; the adjustments should contribute towards the economic efficiency of road transport by providing in particular for organization and for operating methods likely to enhance the productivity of equipment;
- that the revision of these Regulations was one of the prerequisites for a better application in all the Member States of provisions aimed at increasing road safety and improving the drivers' working conditions;
- that the same rules should be applied to carriage on own account and for hire or reward, whether carried out by employed or self-employed crew members.

The Council instructed the Permanent Representatives Committee to submit to the Transport Council before 31 December 1984, with a view to its adoption, a revised draft Regulation on the implementation of the following guidelines:

- making the rules on daily driving time more flexible;
- reducing the average weekly driving time as defined at present and in correlation with this increasing the average weekly rest period with the possibility of breaking it up;
- adjusting the daily rest period, with the possibility of breaking it up;
- studying the possibility of introducing standards relating to duty time;
- special provisions for certain categories of transport;
- improving the arrangements for checks.

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At the close of the meeting, the Council decided to set up a working party composed of high-level representatives of the Member States and the Commission.

The Working Party was instructed to submit to the Council by the end of 1984 suggestions for taking appropriate action in implementation of the transport sector guidelines prepared by the European Council in March 1984 and determining in particular the content and time limits of the parallel process of the harmonization and liberalization of road transport.



MISCELLANEOUS DECISIONS

Other transport Decision

As regards the road tax measures in Switzerland, the Council signified its agreement to the draft reply to the letter from Mr SCHLUMPF, Head of the Federal Department of Transport, Communications and Energy.

Agricultural Decision

The Council adopted in the official languages of the Communities the Council Resolution establishing a programme of work in the field of the harmonization of veterinary, plant health and animal feedingstuffs legislation.

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RECOMMENDATION  
ON STRENGTHENING THE CO-OPERATION OF  
THE NATIONAL RAILWAY COMPANIES OF THE MEMBER STATES  
IN INTERNATIONAL PASSENGER AND GOODS TRANSPORT

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THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the proposals from the Commission,

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

Having regard to the Opinion of the European Parliament,

Having regard to the Opinion of the Economic and Social Committee,

Whereas the Council, in its Resolution of 15 December 1981, defined  
the broad outlines of its railway policy as part of the common  
transport policy and indicated its interest in better co-operation  
between railway companies in international traffic;

Whereas the Member States are particularly anxious that the railways  
should exploit the potential afforded them by the Community  
dimension;

Whereas improved co-operation in international traffic between the railway companies should enable this traffic to develop, allow rationalization of operations and improve the financial state of those companies, and thereby constitutes progress in the implementation of the common transport policy,

Whereas this improved co-operation requires initiatives from all railway services (commercial, movement and other specialized services) participating in the provision and sale of services for the international transport of passengers and goods,

Whereas such initiatives should in the long term lead to the pooling of the resources of the companies to ensure an efficient and rational approach to the international traffic of passengers and goods,

Whereas, on the basis of Council Decisions 75/327/EEC of 20 May 1975, 82/529/EEC of 19 July 1982 and 83/418/EEC of 25 July 1983 and the implementing measures adopted by Governments, railway companies have sufficient independence in the management of the international traffic of passengers and goods, in particular to enable them to pursue more ambitious common objectives,

Whereas the national railways should operate their international traffic along commercial lines and recognizing that action to attain these objectives is a management responsibility which falls primarily to the railways,



Whereas, while railway companies have taken steps and introduced structures for the promotion of a more effective transport policy, these achievements need to be supplemented by increased co-operation through joint action to eliminate the obstacles to the development of international rail traffic and thus improve both the quality of service and the financial return,

HEREBY RECOMMENDS:

Article 1

PRINCIPLES AND IMPLEMENTING CONDITIONS GOVERNING  
INTERNATIONAL PASSENGER AND GOODS TRANSPORT BY RAIL

1.1. General principles

Railway companies are invited to develop, in accordance with the management autonomy accorded to them by Council Decisions 75/327/EEC of 20 May 1975, 82/529/EEC of 19 July 1982 and 83/418/EEC of 25 July 1983, an active policy of co-operation with a view to promoting international transport by rail.

To this end, procedures and instruments based on the common interests of the railway companies should be implemented, together with a strategy whereby the railway companies can present themselves on the international transport market as a single carrier and the profitability of the services to be offered to their customers can be assessed in relation to the aggregate costs and revenue in respect of the traffic links concerned, with their efforts being concentrated on profitable traffic.

On the basis of these principles, companies are invited to take the following measures:

## 1.2. Marketing

- development of marketing strategies specifically geared to international traffic by setting up joint bilateral or multilateral inter-network teams composed of commercial or movement-service staff;
- drawing-up and progressive implementation of medium-term and long-term business plans for each market by groups of routes on a bilateral and multilateral basis;
- development of joint publicity and sales promotion campaigns in conjunction, if appropriate, with tourist offices and transport agents.

## 1.3. Management

- strengthening of co-operation between commercial and movement services;
- wider use to be made of the delegation of powers in order to enable vendors of international services to negotiate and conclude speedily price agreements on behalf of all the railway companies;
- promotion of revenue pools or any other new systems of sharing out revenue, bearing in mind the importance for all railways of international transport.

## 1.4. Exchange of information

- development of a better exchange of information among companies concerning the priority to be given to certain types of traffic in view of their profitability and to sales follow-up and utilization of the capacity offered;
- joint data storage using modern data-processing systems technology and establishment of harmonized procedures for the circulation of basic information.

Article 2

PASSENGER TRANSPORT

2.1. Sales and transport rates

- Introduction of an integrated European tariff independent of national tariffs, having regard to the costs and markets under consideration;
- harmonization, where appropriate, of:
  - = existing special tariff conditions (age limits for children; students; families; senior citizens; groups; frequent journeys);
  - = supplements and other special conditions for travelling on certain trains and on certain peak days;
- introduction of joint special offers and an attempt to find new commercial solutions, particularly in conjunction with the tourist industry, in the form of fixed all-in rates;
- production of an international timetable of the inter-city type, for instance, giving the schedules of European trains on the main lines and services.

2.2. Technical organization and services

- adjustment of the schedules for international services so as to reconcile as far as possible the requirements of international traffic and national traffic (timetabling, frequency and duration of international journeys);

- improvement of the blueprint for a European rail network so that rapid connections and regular services between the major European cities can gradually be provided;
- development of uninterrupted subsidiary services in international traffic which best meet the needs of actual and potential customers;
- improvement and diversification in the provision of night services and car-sleeper trains;
- /- improvement of the rail services between the work places of the Institutions of the European Communities. 7 (1)

Article 3

TRANSPORT OF GOODS

(including combined transport)

3.1. Sales and transport rates

- establishment, on a bilateral or multilateral basis, of market groups while adjusting sales structures so as gradually to cover the whole territory of the Member States;
- development of joint services and sales offices composed of technical and commercial teams and improvement of the operation of existing offices;
- development of management by product sector and clarification of resulting liabilities.
- examination of the possibility of creating, for certain categories of goods, joint branches responsible for administrative tasks and particularly the provision of services to the companies;

- extension of tariffs independent of national tariffs, especially by means of common scales, taking account of the costs and markets under consideration;
- maintenance of some stability in the published tariffs so as to make these tariffs more accessible to consignors;
- development of the logistical supply by means of a package of measures intended to offer the customer a full service between production and sale of the products transported, including intermodal handling, storage, redistribution of goods and management of stocks;
- offering the customer guaranteed delivery dates for specialized consignments.

### 3.2. Technical organization and services

- even more extensive application of the opportunities provided by the International Convention concerning the Carriage of Goods by Rail (CIM) with a view to concentrating consignments on the main efficient routes;
- intensification of multilateral action designed to guide traffic towards these routes in order to speed up deliveries and concentrate flows to a greater extent;
- encouragement of users with a view to guiding traffic towards these routes;
- improvement of international consignments by increasing the number of trains moving between marshalling yards within the networks without being reshunted at frontiers;
- development at technical level, depending on customer demand, of different categories of whole trains or grouped transport, programmed as far as possible.

3.3. Additional provisions for combined transport

Attempt to create sufficient room for commercial manoeuvre, if necessary by negotiation with the partners concerned, for subsidiaries marketing rail services in respect of combined transport, so as to improve services offered.

Article 4

JOINT PROVISIONS

4.1. Internal barriers encountered at frontiers

- development of bilateral and multilateral agreements on:
  - . the elimination of duplicated technical inspections of wagons and trains at frontiers by introducing mutual trust arrangements;
  - . the elimination of the duplication of administrative operations within the networks;
- the speeding up of the formalities and inspections required by public authorities by increased use of telegraphic or computerized information services in collaboration with those authorities.

4.2. Liability arrangements

Preparation of joint proposals for improving, in the framework of international conventions in force, the liability arrangements in the event of loss, damage or delay.

#### 4.3. Staff

- attempt at specific training and intensification of the study of foreign languages with a view to greater efficiency in services dealing with international traffic;
- taking account of existing possibilities and with a view to improving network efficiency and productivity, encouragement of staff exchanges between railway companies with a view to better understanding of the languages and methods used by companies in the other Member States.

#### Article 5

Before 31 December 1984, the railway companies shall furnish the Commission and the Council simultaneously with an action programme covering two years, in response to this Recommendation, and a report on measures which have already been accomplished.

After two years they shall send a joint report on the results obtained and the difficulties encountered in the implementation of the programme and on other matters of co-operation already under way, in particular the Basel pilot project (Trans info) and the wagon pool.

On the basis of this report, the Commission will take the new initiatives needed in order to allow the Council to continue the action already taken.

#### Article 6

The Community's national railway companies will consult the railway companies of the non-member States concerned in order to ensure the co-ordinated implementation of this Recommendation.

This Recommendation is addressed to the Member States' railway companies listed in the Annex.





**Entreprises de chemins de fer / Eisenbahnen / Railway /  
Reti ferroviarie / Spoorwegen / Ιιδηροδυσμικύ δίκτυο /  
Jernbanevirksomheder /**

- Société nationale des chemins de fer belges (SNCB) /  
Nationale Maatschappij der Belgische Spoorwegen (NMBS)  
Rue de France, 85 - 1070 Bruxelles  
Frankrijkstraat, 85 - 1070 Brussel
- Danske Statsbaner (DSB),  
Sølvgade 40 - Kopenhagen
- Deutsche Bundesbahn (DB),  
Friedrich-Ebert-Anlage 43 - 6000 Frankfurt (Main)
- Οργανισμός Ιιδηροδυσμικών Ελλάδος Α.Ε. (ΟΙΕ),  
Rue Karolou 1 - Athènes
- Société nationale des chemins de fer français (SNCF),  
Rue Saint Lazare, 88 - 75436 Paris
- Coras Iompair Eireann (CIE),  
Heuston Station - Dublin 8
- Azienda autonoma delle ferrovie dello Stato (FS),  
Piazza della Croce Rossa - Roma
- Société nationale des chemins de fer luxembourgeois (CFL),  
Place de la Gare, 9 - Luxembourg
- Naamloze Vennootschap Nederlandse Spoorwegen (NS),  
Moreelse Park 1 - 3500 HA Utrecht
- British Railways Board (BRB),  
Euston Square - London NW1 2DZ
- Northern Ireland Railways Company Ltd. (NIR),  
East Bridge Street, Belfast BT1 3PB



Bruxelles, le 8 mai 1984

Note Bio(84) 171 aux Bureaux Nationaux  
c.c. aux Membres du Groupe du Porte-Parole

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PREPARATION DU CONSEIL TRANSPORTS DU 10 MAI 1984  
(C. Stathopoulos)  
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La reunion des Ministres des Transports qui aura lieu a Bruxelles le 10 mai (a partir de 10h00) se concentrera sur les principaux problemes des transports terrestres.

Le Conseil aura egalement, pour la premiere fois, un echange de vues sur le memorandum aerien que la Commission lui a presente.

Voici les principaux points de l'ordre du jour :

INFRASTRUCTURE DE TRANSPORT (SOUTIEN FINANCIER)  
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Le Conseil poursuit l'examen de la proposition de la Commission visant a l'instauration d'un systeme de soutien financier dans le cadre d'un programme pluriannuel d'infrastructure de transport. On s'attend a ce qu'il adopte une repartition des credits pour 1983 et 1984 et qu'il definisse les lignes d'action pour l'avenir. A cet egard, il convient de rappeler que la Commission soumettra demain au Conseil un memorandum sur la poursuite de l'action de la Communaute a plus long terme.

Projets a financer sur le Budget 1983  
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	Millions d'Ecus
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FRANCE : Modernisation du noeud ferroviaire de Mulhouse-Nord	3
IRLANDE : Contournement routier de Wexford	3
GRECE : Route Evzoni-Volos; aménagement du tron- con entre Axios et le pont de Gallikos	4
LUXEMBOURG: Construction de la section Potaschbiereg-frontiere allemande de l'autoroute Luxembourg-Treves	5

Projets a financer sur le Budget 1984  
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	Millions d'Ecus
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1. Mesures urgentes	
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1.1. ITALIE : Section ferroviaire Chiasso - Milano	8.5
1.2. FRANCE : Acces Mt Blanc (Le Fayet- les Houches)	3.8
1.3. COMMUNAUTE: Infrastructures frontalières	5
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TOTAL	17.3

2. Memorandum grec

2.1. GRECE : Axe routier Evzoni-Athenes-Kalamata	
2.2. GRECE : Chemin de fer Larissa-Plati	25
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TOTAL	25

3. Autres mesures prioritaires

3.1. IRLANDE : Contournement de Shankill-Bray	2.4
3.2. ALLEMAGNE: Gare de Nuremberg	4.2
3.3. ROYAUME-UNI: Peripherique de Londres (M25)	
- section Leatherhead-Reigate	3.5
- section M4/M40	6.2
3.4. ROYAUME-UNI: Contournement de Sideup (A20)	9.0
3.5. ROYAUME-UNI: Acces ferre au port de Harwich	2.5
3.6. BELGIQUE-FRANCE: Amenagement de la Lys	8.1
3.7. PAYS-BAS : Pont de Dordrecht	1.7
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TOTAL	37.6
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TOTAL GENERAL	79.9
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COOPERATION DES ENTREPRISES DE CHEMINS DE FER

Par cette recommandation les 10 gouvernements preconisent en commun une serie de mesures qui permettront aux chemins de fer, par la voie d'une cooperation renforcee dans le trafic international de voyageurs et de marchandises d'elargir et de renforcer leur situation concurrentielle. Les idees principales de la recommandation visent a ce que dans le cadre d'une cooperation accrue les entreprises ferroviaires agissent sur les marches internationaux dans un interet commun et comme un transporteur unique.

La recommandation comprend des mesures dans les domaines suivants : marketing, gestion commerciale en trafic international de voyageurs et de marchandises, tarification ferroviaire, mouvement et circulation, facilitation des passages des frontieres, transports combines.

POLITIQUE COMMUNE DES TRANSPORTS AERIENS - MEMORANDUM No 2  
(Voir P-19 de fevrier 1984)

a) Le Conseil discutera pour la premiere fois le deuxieme Memorandum de l'Aviation Civile ("Etat d'Avancement des Travaux en vue du developpement d'une politique commune du transport aerien") que la Commission lui a communique en mars 1984. Lors d'un debat de politique generale, le Conseil sera invite a se prononcer sur la necessite et la possibilite de modifier le systeme actuel du transport aerien dans la Communaute et a reconnaitre que le Memorandum de la Commission, pragmatique et realiste, represente un pas en avant et devrait etre pris en consideration rapidement et de maniere detaillee.

b) La Commission est convaincue que la mise en oeuvre de l'ensemble des mesures proposees au Memorandum ameliorerait progressivement l'efficacite du secteur, encouragerait son expansion, offrant donc de meilleures perspectives d'emploi, ameliorant la rentabilite des compagnies aeriennes et satisfaisant mieux les interets des consommateurs.

## SECURITE ROUTIERE

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Il est prévu que le Conseil adoptera une résolution reconnaissant la nécessité d'une action communautaire dans le domaine de la Sécurité routière et déclarera 1986 année "communautaire" de la Sécurité routière.

## CONTINGENT COMMUNAUTAIRE (Voir P-63 de juin 1983)

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En 1983, la Commission a fait une proposition qui vise, après une période de transition de cinq à huit ans, à mettre en place un système d'accès au marché des transports routiers entre États membres excluant le contingentement tel qu'il existe aujourd'hui.

Ce nouveau système serait basé sur la situation individuelle de chaque transporteur de sorte que l'accès au marché soit à la fois conforme aux besoins de celui-ci et compatible avec l'intérêt collectif.

Au cours de la période de transition, le contingent communautaire serait adapté de façon quasi automatique tous les ans, le niveau de cette adaptation étant déterminé par l'évolution de la demande du transport routier.

Par ailleurs, la Commission tient à rappeler qu'elle a présenté récemment un certain nombre de propositions visant à libéraliser le trafic routier. Elles portent notamment sur :

- l'accès - sous conditions - des transporteurs non résidents à certains transports nationaux ;
- l'utilisation de véhicules utilitaires loués.

## POLITIQUE SOCIALE DANS LE DOMAINE DES TRANSPORTS PAR ROUTE

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La Commission a présenté au Conseil le 21 mars 1984 une proposition visant à modifier les règlements sociaux dans les transports routiers (Règlement CEE No. 543/69 et No.1463/70) en même temps qu'un projet de recommandation concernant leur application.

L'objectif de la proposition est d'adapter ces règlements aux exigences actuelles du transport routier, de simplifier et clarifier certaines dispositions et de redéfinir les catégories de transports auxquelles ils s'appliquent, ainsi que de renforcer en même temps les objectifs initiaux desdits règlements, à savoir l'harmonisation des conditions de concurrence et la promotion de la sécurité routière et du progrès social. La recommandation vise à améliorer l'application et le respect des règlements dans tous les États membres.

Le Groupe des Questions de Transport du Conseil a commencé l'examen de la proposition et du projet de recommandation. Les Ministres espèrent qu'au cours de la présente session du Conseil l'on aboutisse à une déclaration générale comportant accord sur les principes de base de la nouvelle réglementation sociale.

## POIDS ET DIMENSIONS

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Le Conseil tentera d'arriver à un accord sur certaines conclusions importantes élaborées sur les questions restées en suspens après la réunion de décembre dernier. Si un tel accord intervenait, la directive serait acceptée lors du prochain Conseil Transport.

Amitiés,

M. SANTARELLI, Coeur





Bruxelles, le 10 mai 1984

Note Bio(84) 171 suite 1 aux Bureaux Nationaux  
c.c. aux membres du Groupe du Porte-Parole

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CONSEIL TRANSPORTS DU 10 MAI 1984 (C. Stathopoulos)  
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Le debut de la reunion des Ministres des Transports a ete fructueux. Ainsi le Conseil a pu adopte dans la matinee du 10 mai les propositions suivantes de la Commission :

A) INFRASTRUCTURES DE TRANSPORT  
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La repartition des credits au titre des budgets 1983 (15 MECU) et 1984 (80 MECU) a ete adoptee sans modifications sur la base des deux listes respectives (contenues dans la Note Bio (84) 171).

Un groupe de travail du Conseil a ete charge d'elaborer, sur la base des propositions de la Commission, les criteres d'eligibilite des projets d'infrastructures de transport qui revetent un interet communautaire et pourraient etre finances a l'avenir. Le Groupe devrait achever ses travaux en temps utile, afin de preparer une discussion a ce sujet lors du Conseil Transports de decembre 1984.

B) COOPERATION DES ENTREPRISES DES CHEMINS DE FER  
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La recommandation adoptee (sans modifications) renforcera la cooperation entre les compagnies des chemins de fer des dix Etats membres.

C) SECURITE ROUTIERE  
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Le Conseil a adopte un projet de resolution concernant la mise en oeuvre d'un programme communautaire en matiere de securite routiere.

En soulignant les souffrances humaines et les charges que les accidents de la route entrainent pour la societe (bilan annuel : environ 50.000 morts, 1,5 millions de blesses et des couts pour l'economie europeenne s'elevant a 1,5 - 2 % du P.I.B. de la Communaute), le Conseil invite la Commission a lui presenter des propositions dans des domaines concrets d'action et de recherche figurant dans les premieres propositions de la Commission (p.ex. comportement des usagers, notamment par la definition de systemes de formation a la conduite, securite des vehicules, notamment pour les vehicules lourds, infrastructure routiere, notamment par l'harmonisation des regles de signalisation, etc.). En plus, l'annee 1986 a ete declaree annee de la securite routiere.

Le Conseil vient d'entamer l'examen du memorandum aerien presente par la Commission.

A suivre

Amities,

M. SANTARELLI, *Comeur* / / / /







Bruxelles, le 11 mai 1984

Note Bio (84) 171 (suite 2 et fin) aux Bureaux Nationaux  
c.c. aux Membres du Groupe du Porte-Parole

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CONSEIL TRANSPORTS (C. Stathopoulos)  
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Des progres considerables vers une liberalisation des transports terrestres ont ete faits lors de la seance de l'apres-midi du Conseil des Ministres des Transports. L'ancienne idee de la Commission (voir note P-14 de fevrier 1983) de proceder en etablissant des "paquets" interessant plusieurs Etats membres et conciliant des interets souvent contradictoires a ete suivie par la Presidence.

Ainsi le Conseil a pu :

- adopter une augmentation du contingent communautaire pour les cinq prochaines annees (1985-1989) ;
- se mettre d'accord sur certaines conclusions concernant les problemes des poids et dimensions et de la revision de la reglementation sociale communautaire dans les transports routiers ;
- charger un groupe compose de representants de haut niveau des Etats membres et de la Commission d'examiner d'ici la fin 1984 le memorandum aerien de la Commission, ainsi que les suites a donner aux orientations concernant le secteur des transports elaborees (mais pas finalisees) par le Conseil Europeen de mars 1984.

A l'issue du Conseil, M. Contogeorgis a remarque que les decisions prises marquent des progres significatifs dans la bonne direction, a savoir vers une liberalisation du transport routier tout en tenant compte des besoins d'harmonisation des normes techniques et des regles de concurrence. Ceci ne signifie pourtant pas, a-t-il ajoute, l'etablissement d'une politique commune des transports, vu que des decisions substantielles restent encore a prendre dans tous les grands dossiers : contingent communautaire (quelles sont les echeances et la forme finale du marche du transport routier apres la periode de cinq ans precitee ?), poids et dimensions (quelle sera la duree de la derogation a accorder au Royaume-Uni et a l'Irlande ? Quels seront les elements d'accord sur les poids des plus petits camions a 2, 3, 4 essieux ?) et, reglementation sociale communautaire. M. Contogeorgis a souligne enfin que le Conseil et la Commission doivent maintenant continuer a collaborer intensément, afin de materialiser jusqu'a la fin de cette annee, la volonte politique exprimee clairement au Conseil d'hier, de progresser vers l'etablissement d'une politique commune des transports.

Les points particuliers :

CONTINGENT COMMUNAUTAIRE  
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Le Conseil a decide l'augmentation du contingent communautaire (4.038 autorisations communautaires en 1982) pendant cinq ans. Cette augmentation qui liberalise une partie du transport de marchandise dans la Communaute se fera de la maniere suivante : 1985 = plus 30 %, 1986-1989 = augmentation annuelle de 15 %. (N.B. Le contingent communautaire actuel ne couvre que 5 % seulement du tonnage global des marchandises transportees dans la Communaute). Le Conseil ne s'est pas exprime au sujet de la proposition de la Commission de liberaliser totalement le transport routier des marchandises apres cette periode transitoire de cinq ans.

## POIDS ET DIMENSIONS

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Les conclusions adoptees par le Conseil prevoient que le projet de directive qui devrait etre adopte inclura les points suivants :

- toutes les normes concernant les dimensions devraient etre appliquees un an apres la notification de la directive ;
- le poids maximum pour les grands camions (a 5 ou 6 essieux) serait fixe a 40 t. et devrait etre applique cinq ans apres la date de notification de la directive ;
- temporairement, le Royaume-Uni et l'Irlande ne seront pas tenus a l'application des dispositions susmentionnees.

Questions ouvertes :

- la duree de la derogation pour ces deux pays , et
- les poids maxima autorises pour les vehicules a 2, 3 et 4 essieux ainsi que le probleme du poids par essieu moteur.

## REGLEMENTATION SOCIALE COMMUNAUTAIRE

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Le principe de la modification des reglements sociaux (Nos. 543/69 et 1463/70) a ete reconnu dans les conclusions du Conseil, ainsi que les orientations principales d'une future modification. Ces orientations qui font deja partie des propositions de la Commission en la matiere, visent entre autre :

- l'assouplissement du temps de conduite quotidien ;
- la reduction de la duree moyenne hebdomadaire de conduite;
- l'accroissement du temps de repos hebdomadaire avec possibilite de report , et
- l'amenagement du temps de repos quotidien avec possibilite de fractionnement.

Amities,

M. SANTARELLI, Coeur

