

PRESS RELEASE

7039/93 (Presse 94)

1668th Council meeting

- TRANSPORT -

Luxembourg, 7 and 8 June 1993

Presidents: Mr Helge MORTENSEN,  
Minister for Transport

Mr Jan TRØJBORG  
Minister for Industry

of the Kingdom of Denmark

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

Belgium:

Mr Guy COEME Deputy Prime Minister, Minister for Transport,  
Public Undertakings and Public Building

Denmark:

Mr Helge MORTENSEN Minister for Transport  
Mr Jan TRØJBORG Minister for Industry  
Mr Jørgen BREDHOLT State Secretary for Industry  
Mr Peter ELMING State Secretary for Transport

Germany:

Mr Matthias WISSMANN Federal Minister for Transport

Greece:

Mr Theodoros ANAGNOSTOPOULOS Minister for Transport  
Mr Alexandros PAPADONGONAS Minister for Merchant Shipping

Spain:

Mr Manuel PANADERO Secretary-General at the Ministry of Transport

France:

Mr Bernard BOSSON Minister for Transport

Ireland:

Mr Brian COWEN Minister for Transport  
Mr Gerry O'SULLIVAN Minister of State, Department of Transport

Italy:

Mr Raffaele COSTA Minister for Transport

Luxembourg:

Mr Robert GOEBBELS Minister for Transport

Netherlands:

Mrs Hanja MAIJ-WEGGEN Minister for Transport and Public Works

Portugal:

Mr Jorge ANTAS State Secretary for Transport  
Mr João BEBIANO State Secretary to the Ministry for Maritime Affairs

United Kingdom:

Mr John MacGREGOR Secretary of State for Transport

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For the Commission:

Mr Abel MATUTES Member

**ACTION PROGRAMME IN THE FIELD OF TRANSPORT INFRASTRUCTURE**

Following the conciliation procedure with the Parliament <sup>(1)</sup>, the Council approved the draft Regulation for an action programme in the field of transport infrastructure with a view to the completion of an integrated transport market.

Pending more comprehensive measures to be taken at a later date with regard to trans-European networks under the Treaty on European Union, this Regulation renews Regulation No 3359/90, with a number of amendments concerning objectives and infrastructure projects, for a transitional period of two years (1993-1994).

The amount estimated necessary for implementing the programme is ECU 325 million.

Community contributions will either take the form of financial support involving subsidies or be made under other financial instruments.

The Regulation lays down the conditions for awarding the declaration of European interest which the commission will issue in respect of transport infrastructure projects after consulting the Member States directly concerned.

Community action will concern any study covering land transport infrastructure and the major projects listed below:

- (1) contribution to the high-speed rail network:
  - links: Paris - London - Brussels - Amsterdam - Cologne and connecting lines to other Member States;
  - links:
    - (a) Madrid - Barcelona - Lyons - Turin - Milan - Venice and from there to Tarvisio and Trieste;
    - (b) Oporto - Lisbon - Madrid;
- (2) the alpine transit route (Brenner route);

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<sup>(1)</sup> The Parliament delegation at today's conciliation meeting was led by Mr Georgios ANASTASSOPOULOS, Vice-President.

- (3) contribution to the combined transport network of Community interest;
- (4) the trans-Pyrenean road links;
- (5) the Scanlink;
- (6) the strengthening of land communications within and with Greece, Ireland and Portugal.

The Regulation will be repealed if, before the date of its expiry, the Council adopts a new instrument on trans-European networks. It will be reviewed during the 1994 financial year in the light of the decisions taken on the financing of infrastructure.

The Regulation will be formally adopted in the near future, after the text has been finalized.

**WHITE PAPER ON THE FUTURE DEVELOPMENT OF THE COMMON TRANSPORT  
POLICY - COUNCIL CONCLUSIONS**

The Council, having held a general debate on the Commission communication on the future development of the common transport policy (White Paper):

1. welcomes this integrated approach, including economic, social, environmental and safety aspects, as well as infrastructure and research and development;
2. recalls the prominent part which transport plays in facilitating the operation of the single market;
3. notes that the common transport policy will contribute to economic and social progress by facilitating the free movement of goods and persons, the common transport policy will thus be conducive to an efficient market structure;
4. recalls the need to promote economic and social cohesion and help reduce regional disparities by addressing the specificities of island, landlocked and peripheral regions whose access links and internal transport systems require further development;
5. will take care to ensure the completion of the remaining single market legislation, its further development and its effective operation;
6. will take care to take further measures at the Community level to develop the common transport policy where appropriate, notably in the fields of fiscal, technical and social harmonization;
7. underlines, without prejudice to Community exclusive competence, the importance of subsidiarity in the continuing development of the common transport policy whereby the Community shall take action only if and insofar as the objectives of the proposed action cannot be sufficiently achieved by the Member States and can therefore be better achieved by the Community;
8. recognizes the need, taking account of the requirement for freedom of choice regarding mode of transport, to strike a balance between the overall development benefits of transport and the protection of the environment;
9. stresses the need to ensure that the common transport policy will play an active role in encouraging cost-effective actions which produce overall environmental benefits, such as energy conservation and a reduction in vehicle emissions;
10. expresses its concern about the problem of traffic congestion particularly in densely populated parts of the Community and recognizes the ameliorating role that can be played by advanced transport telematics and other traffic management systems, as

well as efficient and reliable long-distance collective transport systems and alternative modes of transport, in reducing this problem;

11. emphasizes the importance of promoting environmentally friendly, cost-effective, efficient and safe transport, such as rail transport, inland navigation, short sea shipping and combined transport, while taking into account the volume and the type of demand;
12. recognizes nevertheless the essential role of road transport because of its flexibility and particular convenience over shorter distances and in low populated areas as well as the links it provides between different modes of transport;
13. underlines, without prejudice to the competence of Member States regarding infrastructure on their territory, the importance of improving traffic flows on principal transit axes, in particular key links between national networks;
14. recognizes the need to facilitate transit of community hauliers through third countries and the continuing role which the Community can play in solving this problem;
15. agrees that rapid adoption of the guidelines concerning trans-European networks including integrated networks for the transport of persons and goods, will
  - (a) contribute to easing the transit problems referred to in points 14 and 15;
  - (b) help improve communications with and within island, landlocked and peripheral regions,
16. highlights the importance of efficient and interoperable intermodal transport systems and distribution facilities while at the same time ensuring a high level of accessibility and interconnection;
17. underlines the importance of coherence between the investment plans of Member States, which have Community significance;
18. recognizes the demand for the different modes of transport should not be biased by distortions in competition; therefore measures of further harmonization will be aimed at
  - (a) establishing a fair basis for charging for infrastructure costs;
  - (b) stricter enforcement of existing rules, notably on driving hours and consideration of the need for new rules, which could also address working conditions;
  - (c) ensuring, where necessary, technical compatibility of systems utilized within and between modes of transport;
  - (d) drawing up strict safety and environmentally-friendly standards for vehicles;

furthermore, appropriate consideration will be given to the question of the internalization of external costs associated i.a. with the environment and safety;

19. as far as State aids are concerned, particularly stresses the need for transparency in the funding of both private and state-owned operators, taking into account the special characteristics of the transport sector, in order to avoid distortions in competition;
20. agrees that a shift of demand towards other modes of transport, as a result of any future measures, must not worsen the competitive position of island, landlocked and peripheral regions, where a particular mode of transport plays a major role in facilitating access to markets;
21. agrees that progress must be made, avoiding duplications, at the national and Community levels, and also in a wider international context, as regards transport safety including passenger transport and the transport of dangerous goods;
22. takes note of the Commission's intention to submit a communication on a Community programme on road safety concerning human behaviour, vehicles and infrastructure with a view to careful consideration under the coming Presidencies;
23. recalls that Council Resolution of 16 December 1991 states that research and development carried out at Community level in the field of transport should contribute to striking a balance between the direct economic benefits of the transport sector and its negative effects on the well-being of Community citizens, and welcomes the inclusion of transport-related research within the fourth framework programme;
24. stresses the need to develop the outlines and procedures of a common external dimension for each transport sector, complementary to the progress made in the completion of the single market, in order to be able to promote in the best possible way the interests of the Community and its Member States with regard to third countries;
25. invites the Commission, in the light of these conclusions of the Council, to follow up its White Paper;
  - (a) by ensuring the completion and proper functioning of the Single Market;
  - (b) by submitting proposals as necessary accompanied by a timetable;
  - (c) and by closely monitoring the development of the Transport sector in the Community;
26. considers the implementation of the common transport policy as an ongoing process which will have to be adapted periodically, and therefore undertakes to return to the subject regularly; in this context, invites the Commission to update its programme regularly if necessary and to keep the Council informed of its intentions and priorities concerning the schedule for proposals to be submitted to the Council."

**AIR TRANSPORT****- Relations with third countries**

The Council received a progress report from the Presidency concerning external relations with third countries in the aviation field, in the light of the Council conclusions of 15 March 1993 (see Press Release No 5333/93 Presse 36).

It noted the setting up of an Aviation Group by a decision of the Permanent Representatives Committee which laid down an appropriate framework for the Group's operation within the Council, with particular reference to its powers and working methods.

It was agreed that the discussions on future proceedings in the Council (discussions based on the Commission proposal and the Council conclusions of 15 March 1993) would mainly concern interests and/or conflicts of interest common to several Member States in specific cases where Member States conducted bilateral negotiations with third countries.

These discussions would also have to concern the drawing up of guidelines concerning the impact that negotiations with third countries might have on the internal-market arrangements in the fields of aviation, the allocation of the rights obtained during negotiations with third countries and the administration of the obligations arising from such negotiations.

**- Computerized reservation systems (CRS)**

The Council held a policy debate on the proposal to amend Regulation No 2299/89 on a code of conduct for computerized reservation systems (CRS).

The proposal seeks to adjust the existing code of conduct so as to improve competition between air carriers and ensure better information for users. It provides for steps to be taken to ensure that:



- parent carriers with a CRS should communicate information to any other CRS that so requests;
- parent companies that own CRSs should not use their special position in such a way as to discriminate against other airlines which use their CRSs;
- airlines that own CRSs should observe the requirements as to non-discrimination against the other airlines in respect of the information displayed on their own computer systems.

The Council noted that progress had been made on certain technical aspects of the proposal and instructed the Permanent Representatives Committee to continue the examination of the texts with particular reference to matters relating to the technical dissociation of systems (de-hosting).

#### RELATIONS WITH SWITZERLAND IN THE FIELD OF TRANSPORT

After a discussion on the basis of information from the Commission concerning the informal exploratory talks on transport which had been held with Switzerland, the Council noted the Commission's intention of submitting for the Transport Council meeting in September a recommendation for a Decision authorizing it to open negotiations with Switzerland on road and air transport. The recommendation would be coupled with a draft negotiation brief and a study of the relevant aspects of relations between the Community and Switzerland in the field of transport and in the overall context of relations between the two sides.

## OUTLINE PLANS FOR NETWORKS

Pending the Opinions of the European Parliament, the Council discussed the proposals for Decisions on the establishment of trans-European networks in the sectors of combined transport, road transport and inland waterway transport.

This initiative arises in the context of the completion of the single market and the Community's contribution to establishing and developing trans-European networks as provided for in the Treaty on European Union.

Community action in this area is aimed at promoting the inter-connection and the inter-operability of national networks and access to such networks, taking account of the need to link the Community's island, landlocked and outlying regions to its central regions.

The outline plans are intended to be the main instrument for setting up the trans-European networks. They identify projects of Community interest for which there might be financial incentives from the Community, and they represent one of the factors for getting the Cohesion Fund under way in the financing of trans-European networks with regard to transport infrastructure.

There was a favourable response to the proposals.

The Permanent Representatives Committee was instructed to continue the discussions, in particular in the light of the Opinions of the European Parliament, so that the Council could act on the proposal at the earliest opportunity.

Any Decisions adopted would have to be provisional, because they would have to be amended once the Treaty on European Union and its implementing provisions came into force.

**LAND TRANSPORT**

- **Taxation of road transport**
- **Goods cabotage**

The Council considered once again the question of harmonizing the taxation of road transport on the basis of a note from the Presidency setting out its assessment of the possible solutions to this question.

The Council discussed among other things the possibility of introducing in Member States that did not have a system of tolls a charge for using the road infrastructure concerned (regional disc).

In conclusion the Council decided to hold a special meeting on transport on 19 June devoted solely to the harmonization of taxation on road transport and the arrangements for liberalizing goods cabotage.

- **Transport to and from Greece**

The Council was informed by the Minister, Mr Anagnostopoulos, of the difficulties facing Greek road hauliers because of the crisis in the former Yugoslavia.

After an exchange of views, the Council noted that the Commission intended to study these problems and submit its findings to a Council meeting in the near future.

**SHIPPING**

The Council adopted the following Resolution concerning a common policy on safe seas:

"The Council of the European Communities,

- (1) reaffirming the conclusions of the extraordinary Council of 25 January 1993, stating the Council's intention to improve maritime safety and to contribute to the prevention of maritime pollution in the seas surrounding the Community through the development and implementation of international standards concerning ships, personnel and navigation procedures and through the development of navigation infrastructures and emergency facilities ;
- (2) stressing the role of the International Maritime Organization (IMO) and, where appropriate, of the International Labour Organization (ILO) for maritime safety and pollution prevention, in particular through the establishment of standards for vessels, personnel and maritime infrastructures;
- (3) stressing the role of European co-operation within the Paris Memorandum of Understanding on Port State Control (MOU) for the application of IMO standards;
- (4) calling again upon the Community and the Member States to support and promote further and more co-ordinated and firm action in the on-going work at IMO and MOU;
- (5) recognizing the need for intensified action as appropriate at Community or national level to ensure an adequate response to the requirements of maritime safety and the prevention of marine pollution,
- (6) welcoming the Commission Communication on "A Common Policy on Safe Seas", including its coherent action programme on priority measures to be taken by the Community and its Member States to enhance maritime safety and pollution prevention;

I. The Council

- (1) notes with satisfaction that the objectives and main initiatives outlined in the Communication correspond to a large extent to the conclusions of the aforementioned extraordinary Council;
- (2) fully supports the objectives of the Communication;
- (3) emphasizes that Community measures in the field of maritime safety and of the prevention of maritime pollution, in particular for the convergent application of IMO standards, should apply in principle to ships of all flags in Community

waters <sup>(1)</sup> in order to protect the Community coast lines, human life, fauna and flora and other marine resources, and not to jeopardize the competitiveness of the Community fleet while taking due account of the international nature of shipping;

(4) stresses in this context that further Community action should be framed on the basis of the following main objectives :

- = to strengthen inspection - in particular to reinforce measures concerning standards of operation and against substandard crews - and to take measures with the objective of removing all substandard ships from Community waters;
- = to improve the safety of maritime navigation,
- = to identify on the basis of existing legislation and international guidelines environmentally sensitive areas within the Community and propose to IMO specific measures for them;

## II. The Council

(1) agrees that the above main objectives should be implemented while respecting the following priorities for a Community action programme that takes proper account of international conventions and work at IMO, MOU and ILO:

(a) effective and uniform implementation of international rules

- . to develop common criteria for more thorough port State control and to harmonize rules on port State inspection and detention including the possibility of refusing access to European Community ports to ships found to be below internationally agreed standards and which refuse to be upgraded as required and including the possibility of publishing the results of the inspections,
- . to identify IMO resolutions considered to be necessary for improving maritime safety of vessels of any flags entering Community waters and to ensure their mandatory application,
- . to elaborate common standards for classification societies,
- . to harmonize the implementation of IMO standards and the approval procedures for marine equipments,
- . to encourage work directed towards the introduction of a Community register (EUROS) as a register of high safety standard ships;

(b) enhanced training and education

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<sup>(1)</sup> The term "Community waters" refers to waters of the Member States of the European Community.

- to develop common standards for minimum training levels of key personnel, including the question of a common language on board EEC-vessels, as well as of port inspectors and VTS operators;

(c) **improvement of maritime infrastructures and of traffic procedures**

- (i) to identify the need for maritime infrastructures for the protection of environmentally sensitive areas of the Community and to propose to IMO specific measures for them;
- (ii) to further develop VTS infrastructures, to harmonize VTS procedures and to impose mandatory ship reporting in certain areas through IMO where appropriate;
- (iii) to adopt, in accordance with Article 13 of the Council Directive concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods, a fuller reporting system;
- (iv) to develop the availability and use of reception facilities within the Community;
- (v) to devise a European Radionavigation Plan and, if appropriate, to examine the possibility of introducing a mechanism whereby the cost of providing radionavigational aids are recoverable from users taking account of the international law of the sea;
- (vi) to strengthen co-ordinated Community emergency planning through enhanced responsibility by way of towing and salvage facilities.

(d) **civil liability**

- to ratify as soon as possible
  - the 1969 International Convention on civil liability for oil pollution damage (CLC) and the 1971 International Convention on the establishment of an International Fund for Compensation for Oil Pollution Damage (FUND) where they have not yet been ratified,
  - the protocols to the 1969 Liability Convention and to the 1971 Fund Convention, as agreed upon in 1984 and revised in 1992, concerning increased compensation amounts;
- to continue to study the questions of liability for environmental damage including the possibility of a liability and FUND convention covering hazardous and noxious substances;

(e) **Safety of passenger vessels**

to harmonize criteria for the determination of the number and qualification of lifeboatmen on board passenger ships engaged in short international voyages.

## (f) Risk assessment

to consider whether and if so, how the principles of potential risk assessment developed for other major risks can be applied to the sea transport of freight.

- (2) approves in principle the establishment of a Committee on Safe Seas, in accordance with Council Decision 87/373/EEC, with the purpose of:
- (a) centralizing the duties of Committees, created by the implementation of Council Decision 87/373/EEC in existing or future Community legislation, concerning maritime safety matters;
  - (b) assisting and advising the Commission in all maritime safety matters and matters of prevention or limitation of environmental pollution due to maritime activities;
- (3) agrees to a more effective common monitoring of the work of IMO and MOU and the preparation of, or contribution to, a closer co-ordination of Member States towards a common position in these organizations, achieved through the usual Council procedures.

## III. The Council therefore:

- (1) welcomes the fact that the Commission has presented proposals concerning
- common rules and standards for ship inspection and survey organizations (Classification societies)
  - the minimum level of training for maritime occupations.
- (2) urges the Commission to submit as soon as possible to the Council suggestions for specific action and formal proposals concerning:
- the implementation of Article 13 of the Council Directive concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods;
  - criteria for the inspection of ships, including the harmonization of detention rules, publication of the results of the inspections, and refusal of access;
  - enforcement within the Community of relevant IMO-resolutions, in particular
    - = IMO Resolution A 722(17) on application of tonnage measurement of ballast spaces in Segregated Ballast Tanks (SBT),
    - = IMO Resolution on the IMO Identification Number for Ships;
  - a revised proposal on the introduction of a Community register (EUROS) also with a view to safety at sea under European flags;

- common safety rules for marine equipment used on board commercial and passenger vessels;
  - safety rules for passenger vessels in domestic voyages;
  - a Committee on Safe Seas;
  - measures for traffic surveillance and aid, including vessel traffic services (VTS).
- (3) commits itself to make every effort to come to conclusions on these suggestions and decide upon proposals before the end of 1993.
- (4) - invites the Commission to submit an interim report by the end of 1993,
- decides to proceed, before the end of 1994 and on the basis of a report by the Commission, to a revision and update of the objectives and priority action programme of this resolution."

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In the context of the new common policy on safe seas, the Council noted the Commission's presentation of two proposals for Directives:

- one concerning common rules and standards for ship inspection and survey organizations;
- the other concerning the minimum level of education for seafarers.

After an exchange of views, the Permanent Representatives Committee was instructed to examine the proposals with a view to Council discussions in the near future.



Bruxelles, le 4 juin 1993

433

NOTE BIO (93) 152 AUX BUREAUX NATIONAUX  
CC. AUX MEMBRES DU SERVICE DU PORTE-PAROLE

PREPARATION DU CONSEIL TRANSPORTS DES LUNDI ET MARDI 7 ET 8 JUIN 1993 A LUXEMBOURG (PAULA FIGUEIREDO-LAISSY):

Le Conseil doit débiter vers 11H00. Les principaux points à l'ordre du jour concernant notamment les mesures nécessaires pour compléter le marché intérieur des transports (harmonisation fiscale et cabotage routier); les relations avec les pays tiers dans le domaine des transports aériens et la création d'infrastructure de transport (analyse des schémas directeurs des réseaux). Le dossier sur le transport maritime sera abordé le 2e. jour du Conseil (8 juin).

Marché Intérieur des transports - Fiscalité: La Présidence présentera un document qui fait l'analyse des solutions possibles et qui inclut l'idée d'un plafond pour les droits d'usage nationaux. La possibilité sera donnée aux pays non-péagistes d'arriver à une coopération pour n'appliquer ces droits d'usage qu'à travers un système commun (cad. une vignette régionale).

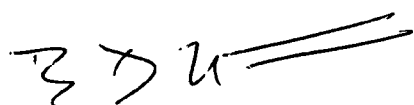
Transports aériens: Débat d'orientation sur les relations avec les pays tiers et sur la création d'un groupe à haut niveau du Conseil qui traitera cette question. La Commission annoncera son intention de créer un Comité des Sages indépendant qui aura comme tâche l'étude et l'analyse de la situation du secteur aérien en Europe et dont le premier rapport est attendu pour l'automne.

Systèmes Informatisés de réservation (SIR): Le code de conduite amendé, proposé par la Commission fera l'objet d'un débat. La question du "dehosting" (séparation complète entre les SIR et les opérations des compagnies aériennes) sera également traitée par un groupe de travail qui siégera parallèlement au Conseil.

Transports maritimes: Sur base de la communication sur la sécurité maritime adoptée par la Commission en février, la Présidence arrêtera les positions pour l'action future. Le Commissaire fera état de deux actions concrètes déjà adoptées par la Commission - l'une concernant la formation des marins et l'autre les règles communes pour les sociétés de classification - qui nécessiteront maintenant l'approbation par le Conseil.

Relations avec la Suisse: La Commission fera rapport de l'état des contacts exploratoires avec la Suisse en vue d'un mandat de négociation pour un accord dans le domaine des transports.

Sécurité routière: La Commission annoncera l'adoption prochaine d'un programme d'action sur la sécurité routière qui devra ensuite être discuté par le Conseil.

  
Amitiés,  
B. DETHOMAS



Bruxelles, le 9 juin 1993

NOTE BIO (93) 152-SUITE ET FIN AUX BUREAUX NATIONAUX  
CC. AUX MEMBRES DU SERVICE DU PORTE-PAROLE

CONCLUSIONS DU CONSEIL TRANSPORTS DES LUNDI ET MARDI 7 ET 8 JUIN A  
LUXEMBOURG (PAULA FIGUEIREDO-LAISSY):

Les ministres réunis pendant un jour et demi à Luxembourg ont pu avancer et prendre des décisions sur un certain nombre de dossiers. Cependant, les dossiers les plus sensibles et les plus difficiles - concernant notamment les systèmes informatisés de réservation (SIR); l'harmonisation de la fiscalité et le cabotage (ces deux dossiers étant absolument liés pour la plupart des délégations) - n'ont pas pu réunir un consensus et ont été renvoyés à des groupes de travail ou au COREPER.

Pour ce qui est de L'HARMONISATION FISCALE les positions se sont quelque peu rapprochées dans le sens de l'établissement d'un plafond pour une taxe routière qui prendrait la forme d'une vignette dont le montant maximal s'élèverait à 2500 DM (1250 ECU). Un groupe de travail qui a siégé pendant la nuit a essayé de proposer un texte qui puisse rallier l'ensemble des délégations mais le Conseil n'a pas été en mesure d'adopter des conclusions. La Présidence convoquera un Conseil spécial qui se concentrera sur deux points uniques - harmonisation / cabotage - et qui aura lieu le 19 juin prochain à Luxembourg.

TRANSPORTS AERIENS: La création d'un groupe à haut niveau du Conseil qui permettra de discuter avec la plus grande confidentialité et expertise technique les questions concernant les relations avec les pays tiers a été bien accueillie par la Commission. Le Commissaire Matutes a souligné que la Commission a l'intention de présenter des propositions de directives de négociation pour des cas concrets. Il a également informé le Conseil que la Commission étudie la situation actuelle de l'aviation civile et qu'elle a pour cela créé un COMITE DES SAGES dont les conclusions seront communiquées au groupe à haut niveau et au Conseil.

SYSTEMES INFORMATISES DE RESERVATION (SIR): La proposition de la Commission a été acceptée globalement sauf pour le point concernant le "dehosting". Malgré les garanties données par le Commissaire que si le code de conduite était adopté celle-ci entamerait dans les mois à venir une étude approfondie des implications positives et négatives du "dehosting", les Etats-membres n'ont pas été en mesure de prendre une décision. Le dossier retourne ainsi au COREPER.

DES DECISIONS ONT PU ETRE PRISES POUR LES DOSSIERS SUIVANTS:

INFRASTRUCTURES: Après une longue procédure de concertation avec le Parlement Européen, on est parvenu à un accord: le montant de 325 MECU (pour 1993/94) a été accepté et pourra être utilisé par la Commission pour les projets d'infrastructures de transport en vue de la réalisation du marché intégré des transports.

Ce montant est cependant inférieur aux souhaits de la Commission et du Parlement Européen, mais les procédures budgétaires habituelles permettront de déterminer le montant final (dans la proposition de budget de la Commission: 1993 - 185 Mecu et 1994 - 200 Mecu). Les propositions pour inclure des projets d'infrastructures maritimes et aériennes dans le cadre du Règlement ont été rejetées par le Conseil.

LIVRE BLANC: Les ministres ont marqué leur accord pour la proposition de la Commission et pour une politique des transports qui prenne également en compte les aspects de l'environnement.

SCHEMAS DIRECTEURS: Accord politique sur les réseaux de transport combiné, routes et voies navigables. La décision définitive interviendra lorsque le Parlement Européen aura donné son avis.

RELATIONS AVEC LA SUISSE: Le feu vert a été donné à la Commission, à la demande du Commissaire Matutes, pour préparer un projet de mandat de négociations en vue d'un accord transports qui sera remis au prochain Conseil de septembre. La Commission préparera également une étude d'évaluation globale des relations CE/Suisse qui sera remise au Conseil à la même occasion.

TRANSPORTS MARITIMES: Le Conseil a adopté une Résolution concernant la Sécurité en mer qui approuve entièrement les propositions contenues dans la Communication de la Commission. Des propositions spécifiques seront présentées par la Commission dans le courant de 1993. Les deux propositions de directive (sur le minimum requis pour la formation des marins et sur des règles communes pour la reconnaissance des sociétés de classification) ont été favorablement accueillies par le Conseil et seront maintenant analysées par le COREPER selon les procédures habituelles.



Amitiés,  
X. PRATS