

TRANSPORT COUNCIL OF 10TH MAY 1984MULTIANNUAL TRANSPORT INFRASTRUCTURE PROGRAMMETransport Infrastructure (financial support)

The Council continued its examination of the Commission's proposal to enact a financial support system in the framework of a multiannual transport infrastructure programme. It is expected that the credits for 1983 and 1984 will be allocated and that guidelines lines for future action will be laid down. In the context, it will be recalled that the Commission has submitted to the Council a memorandum on the follow-up of long term Community action.

Projects to be financed by the 1983 credits

		<u>Millions d'Ecus</u>
FRANCE	: Modernisation du noeud ferroviaire de Mulhouse-Nord	3
IRLANDE	: Contournement routier de Wexford	3
GRECE	: Route Evzoni-Volos ; aménagement du tronçon entre Axios et le pont de Gallikos	4
LUXEMBOURG	: Construction de la section Potaschberg-frontière allemande de l'autoroute Luxembourg-Trèves	5.

Projects to be financed from the 1984 credits

	<u>Millions d'Ecus</u>
<b>1. <u>Mesures urgentes</u></b>	
1.1. ITALIE : Section ferroviaire Chiasso-Milano	8.5
1.2. FRANCE : Accès Mt Blanc (Le Fayet-les Hauches)	3.8
1.3. COMMUNAUTE : Infrastructures frontalières	5
<u>total</u>	<u>17.3</u>
<b>2. <u>Mémorandum grec</u></b>	
2.1. GRECE : Axe routier Evzoni-Athènes-Kalamata	25
2.2. GRECE : Chemin de fer Larissa-Plati	
<u>total</u>	<u>25</u>
<b>3. <u>Autres mesures prioritaires</u></b>	
3.1. IRLANDE : Contournement de Shankill-Bray	2.4
3.2. ALLEMAGNE : Gare de Nuremberg	4.2
3.3. ROYAUME-UNI : Périphérique de Londres (M25)	
- section Leatherhead-Reigate	3.5
- section M4/M40	6.2
3.4. ROYAUME-UNI : Contournement de Sidcup (A20)	9.0
3.5. ROYAUME-UNI : Accès ferré au port de Harwich	2.5
3.6. BELGIQUE-FRANCE : Aménagement de la Lys	8.1
3.7. PAYS-BAS : Pont de Dordrecht	1.7
<u>total</u>	<u>37.6</u>
<u>total général</u>	<u>79.9</u>
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COOPERATION BETWEEN RAILWAY COMPANIES

By means of this recommendation the 10 Governments envisage a series of joint measures to empower the railways to improve and re-inforce their competitive position through greater co-operation in the international carriage of passengers and goods. The aim of the principal points of the recommendation is for the railways to take action for their general benefit on the international market within the framework of closer co-operation as if they were a single carrier.

The recommendation contains measures in the following areas:  
 marketing, commercial management in the international carriage of passengers and goods, pricing on the railways, improvements in routing, facilitation of frontier crossings and combined transport.

AIR TRANSPORT POLICY

Civil Aviation - Memorandum n° 2

1. This will be the first Council discussion of the Civil Aviation Memorandum ("Progress towards the Development of a Community Air Transport Policy") which the Commission presented to the Council in March 1984. In the course of a general political orientation, the Council will be asked to agree that there is both the need and scope for change in the present system of air transport in the Community; and that the Commission's Memorandum represents a pragmatic and realistic way forward which should receive early and detailed consideration.
2. The Commission's Memorandum proposes an overall framework for a Community air transport policy as well as making a number of specific proposals for decision by the Council on fares and the application of the Treaty of Rome's competition rules. The main themes of the Commission's approach are
  - i. to concentrate on intra-Community air transport as the overwhelming political and economic priority and as a contribution to the development of the internal market and
  - ii. to pursue an evolutionary approach through seeking to retain the benefits of the present system while over time introducing greater flexibility and competition.
3. The Commission believes that the comprehensive and interdependent "package" of measures which it proposes in the Memorandum would over time increase the efficiency of the sector, encourage expansion and thus employment, improve airline profitability and better enable consumers' needs to be met.

## ROAD SAFETY

The Council is expected to accept a resolution which will recognise the need for Community action on the field of Road Safety and will call for a Community road safety year in 1986.

## COMMUNITY QUOTA

The Commission proposed in 1983 establishing a system of access to the road transport market between Member States, after a transition period of 5 to 8 years, and doing away with the present quota system.

This new system would be based on the individual situation of each operator in such a way that access to the market is both in accordance with his needs and compatible with the general interest.

During the transition period, the Community quota would be modified virtually automatically every year, the amount of changes made being determined by developments in the demand for road transport.

Moreover, the Commission would like to emphasize that it has recently made a certain number of proposals for liberalising road transport. They relate in particular to :

- the conditional access of non-resident carriers to certain national transport operations ;
- the use of hired goods vehicles.

## SOCIAL POLICY IN ROAD TRANSPORT

The Commission presented to the Council on 21 March 1984 a proposal modifying the Social Regulations in road transport (Regulations (EEC) Nos 543/69 and 1463/70), together with a recommendation on their implementation.

The aim of the proposal is to adapt the Regulations to the needs of present-day road transport, to simplify and clarify certain provisions and to redefine the categories of transport to which they apply, whilst at the same time reinforcing the original objectives of the Regulations, namely the harmonisation of competition conditions and the promotion of road safety and social progress. The purpose of the recommendation is to improve the application and enforcement of the Regulations in all Member States.

The Council's Transport Questions Working Party has begun examining the proposal and recommendation. At this Council, Ministers hope to be able to establish a generally agreed statement of the principles on which a new Regulation should be based.

## WEIGHTS AND DIMENSIONS

The Council will try to agree on certain important Conclusions following further work on some outstanding questions after the meeting of last December. If adopted this should mean that a directive will be agreed in the next Transport Council.